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# PENNSYLVANIA STATE RAILROAD COMMISSION

IN THE MATTER OF THE  
COMPLAINTS AGAINST

THE PHILADELPHIA RAPID TRANSIT COMPANY

---

VOLUME II

TABULATED STATEMENTS, MAPS AND DIAGRAMS

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REPORT

TO THE COMMISSION BY

*Jford, Bacon & Davis.*

MARCH 7, 1911



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## PHYSICAL PROPERTY



## RAIL.

Single track measurements include straight track portions of special work, which in most cases are of different rail sections. Percentages shown above are "Per cent of Total Operating Track."

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

PHYSICAL PROPERTY

SPECIAL TRACK (A)

DESCRIPTION OF PARTS	HEIGHT AND TYPE OF CONSTRUCTION						TEE RAIL P. R. T. Manganese Types	TOTAL Number Single Track	Per Mile of Single Track
	Hard Center	9" HIGH Solid Manganese Types	Other Types	6" HIGH Hard Center	Other Types				
Crossings: (B)									
Street Railway .....	1,169	2	8	3	16	1	3	1,202	2.14
Steam Railroad .....	93	.....	.....	.....	.....	201	42	336	0.60
Curves:									
Plain .....	.....	10	759	.....	56	36	76	937	1.66
“ Crossing Single Track.....	19	.....	1	.....	1	1	.....	22	0.04
“ Crossing Two Single Tracks.....	3	.....	.....	.....	.....	.....	.....	3	0.01
Connecting .....	266	.....	3	.....	17	2	6	294	0.52
“ Crossing Single Track.....	39	.....	.....	.....	.....	.....	.....	39	0.07
“ Crossing Two Single Tracks.....	18	.....	.....	.....	.....	.....	.....	18	0.03
“ with Unbroken Main Line Switches	31	.....	.....	.....	.....	.....	.....	31	0.06
Branch-Off .....	556	.....	37	18	49	5	60	725	1.28
“ Crossing Single Track.....	130	.....	2	.....	.....	1	1	134	0.24
“ Crossing Two Single Tracks.....	5	.....	.....	.....	.....	.....	.....	5	0.01
“ with Unbroken Main Line Switches	23	.....	.....	1	.....	.....	.....	24	0.04
Cross Overs:									
Standard Switches .....	170	.....	1	1	23	4	6	205	0.37
Unbroken Main Line Switches.....	11	.....	.....	.....	.....	.....	3	14	0.02
Turnout Ends .....	47	.....	2	4	2	1	5	61	0.11
Sidings .....	14	.....	.....	11	.....	.....	12	37	0.07
Loops .....	.....	1	7	.....	.....	2	1	11	0.02
Total .....	2,594	13	820	38	164	254	215	4,098	7.29
Per Cent. ....	63.10%	0.34	20.10	0.96	4.08	6.22	5.20	100.00%	

(A) There are 1,986 Special Work Layouts, each comprising one or more of the parts as tabulated. The total length of all Special Work is approximately 58 miles, part of which is included in the track lengths.

(B) Single Track crossing single track 627 Locations.  
“ “ “ double “ 191  
Double “ “ “ “ 41  
Yard and Barn Crossings..... 29  
Total ..... 888

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



# PHYSICAL PROPERTY

## BRIDGES

OBSTRUCTION	NUMBER			TOTAL LENGTH (FEET)			NUMBER MAINTAINED BY	
	Steel	Wood	Masonry	Steel	Wood	Masonry	Total	P. R. T. Others
RAILROADS:								
Pennsylvania								
P. R. T. Over.....	17	2	10	29	6,723	251	2,817	9,791
" Under .....	39	.....	12	51	.....	.....	.....	2 49
Philadelphia & Reading								
P. R. T. Over.....	25	2	10	37	2,194	97	666	2,957
" Under .....	23	.....	10	33	.....	.....	.....	..... 33
Baltimore & Ohio								
P. R. T. Over.....	5	1	6	12	4,283	130	457	4,870
Philadelphia & Western								
P. R. T. Over.....	.....	.....	1	1	.....	.....	.....	1
WATER COURSES:								
Runs, Creeks and Rivers								
	28	2	36	66	4,655	131	2,084	6,870
ROADS:								
P. R. T. Over.....	2	.....	1	3	108	.....	31	139
BRIDGES:								
P. R. T. Under.....	1	.....	1	2	.....	.....	.....	1 1
Total:								
P. R. T. Over.....	77	7	64	148	17,963	609	6,055	24,627
" Under.....	63	.....	23	86	.....	.....	.....	3 83
Total .....								
	140	7	87	234	17,963	609	6,055	24,627
								49 185

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## GRADE CROSSINGS.

PENNSYLVANIA R. R.						
Freight Lines:						
	Number of Track Inter-sections	Protection	P. R. T. Attendants Required (Both Shifts)	Crossings Maintained By	Protection Maintained By	
Phila. & Trenton Branch:						
Cumberland at Moyer.....	1	None		P.R.R.		
Huntingdon at Moyer.....	1	"		P.R.T.Co.		
York at Thompson.....	1	"		P.R.T.Co.		
Orthodox at Pearce.....	2	"		P.R.T.Co.		
Kensington & Tacony Branch:						
Richmond at Tioga.....	2	"		½ P.R.T.Co., ½ P.R.R.		
Greenwich Branch:						
Gray's Ferry Rd. N. of Washington	4	Gates and Watchmen	2	P.R.T.Co.	P.R.T.Co. & P.R.R.	
Ellsworth at 25th.....	2	Gates		P.R.T.Co.	P.R.R.	
Wharton at 25th.....	2	"		P.R.T.Co.	P.R.R.	
Point Breeze at 25th.....	4	"		P.R.T.Co.	P.R.R.	
Passyunk at 25th.....	6	"		P.R.T.Co.	P.R.R.	
Schuylkill River Branch:						
Broad at Government.....	2	None		P.R.R.		
Washington Avenue Branch:						
Washington at 2nd.....	2	"		P.R.T.Co.		
" " 3rd.....	2	"		P.R.T.Co.		
" " 4th.....	2	"		P.R.T.Co.		
" " 5th.....	2	"		P.R.T.Co.		
" " 6th.....	2	"		P.R.T.Co.		
" " 7th.....	2	Watchmen	3	P.R.T.Co.	P.R.T.Co.	
" " Passyunk.....	2	None		P.R.T.Co.		
" " 8th.....	2	"		P.R.T.Co.		
" " 9th.....	2	Watchmen	(Included in Washington & 7th.)	P.R.T.Co.	P.R.T.Co.	
" " 10th.....	2	None		P.R.T.Co.		
" " 11th.....	2	"		P.R.T.Co.		
" " 12th.....	2	Watchmen	2	P.R.T.Co.	P.R.T.Co.	
" " 13th.....	3	"	2	P.R.T.Co.	P.R.T.Co.	
" " 15th.....	12	Gates and Watchmen	5	3/4 P.R.T.Co., 1/4 P.R.R.	P.R.T.Co. & P.R.R.	
" " 16th.....	9	"	3	8/9 P.R.T.Co., 1/9 P.R.R.	P.R.T.Co. & P.R.R.	
" " 17th.....	4	"	2	1/2 P.R.T.Co., 1/2 P.R.R.	P.R.T.Co. & P.R.R.	
" " 18th.....	5	"	2	4/5 P.R.T.Co., 1/5 P.R.R.	P.R.T.Co. & P.R.R.	
" " 19th.....	4	"	3	P.R.T.Co.	P.R.T.Co. & P.R.R.	
" " 20th.....	4	"		P.R.T.Co.	P.R.R.	
" " 22nd.....	5	Gates		P.R.T.Co.	P.R.R.	
" " 23rd.....	5	"		P.R.T.Co.		
Central Division:						
Chestnut at 31st.....	2	Watchmen	2	P.R.T.Co.	P.R.T.Co.	
Total Freight Lines.....		104	26			



# PHYSICAL PROPERTY

## GRADE CROSSINGS (Continued)

	Number of Track Inter-sections	Protection	P. R. T. Attendants Required (Both Shifts)	Crossings Maintained By	Protection Maintained By
Pennsylvania R. R. (Con.)					
<i>Freight Spurs:</i>					
Phila. & Trenton Branch:					
Richmond at Westmoreland.....	3	None		2/3 P.R.T.Co., 1/3 P.R.R.	
Washington Avenue Branch:					
Gray's Ferry Road at 30th.....	2	"	P.R.T.Co.		
" " " 32nd .....	2	"	P.R.T.Co.		
" " " 34th .....	2	"	P.R.T.Co.		
" " " 35th .....	2	"	P.R.T.Co.		
" " " 36th .....	2	"	P.R.T.Co.		
Greenwich Branch:					
Ellsworth East of 25th.....	2	"	Wm. Wharton & Co.		
6th & Upland—Chester .....	1	"	P.R.T.Co.		
6th South of Upland—Chester.....	1	"	P.R.T.Co.		
" " " " .....	1	"	P.R.T.Co.		
Island Road at Paschall .....	1	"	P.R.T.Co.		
Total Freight Spurs.....	19				
Total Pennsylvania R. R. (52 Locations) .....	123		26		
PHILADELPHIA & READING RY.					
<i>Main (Passenger) Lines:</i>					
Phila., Germantown & Norristown Branch:					
9th at Girard.....	4 (A)	Gates and Watchmen	P.R.T.Co.		P.R.T.Co. & P.&R.
At Hunting Park Ave .....	8 (A)	" "	7/8 P.R.T.Co., 1/8 P.&R.		P.R.T.Co. & P.&R.
32nd North of Allegheny.....	6	" "	P.R.T.Co.		P.R.T.Co. & P.&R.
Northeast Penn. Branch:					
Old York Road at Willow Grove.....	6	Derailing Switches Summer Watchmen	P.R.T.Co.		P.R.T.Co.
Phila., Newtown and New York Branch:					
Oxford Pike at Fox Chase.....	1	Gates	P.R.T.Co.		Gates—P. & R. Tending 1/2 P.R.T.Co. 1/2 P.&R.
Chestnut Hill Branch:					
At Cheltenham Ave.....	4	Gates and Watchmen	P.R.T.Co.		P.R.T.Co. & P.&R.
Total Main (Passenger) Lines .....	29		11		

# PHYSICAL PROPERTY

## GRADE CROSSINGS (Continued)

Philadelphia & Reading Ry. (Con.) Freight Lines:	Number of Track Inter- sections	Protection	P. R. T. Attendants Required (Both Shifts)	Crossings Maintained By	Protection Maintained By
North Penn. Branch:					
American at Lehigh .....	8	Gates and Watchmen	2	3/4 P.R.T.Co., 1/4 P.&R.	P.R.T.Co. & P.&R.
" " Huntingdon .....	5	Gates		9/10 P.R.T.Co., 1/10 P.&R.	P.&R.
" " Cumberland .....	4	"		P.R.T.Co.	"
" " Dauphin .....	4	"		3/4 P.R.T.Co., 1/4 P.&R.	"
" " Susquehanna .....	5	"		3/5 P.R.T.Co., 2/5 P.&R.	"
" " Norris .....	10	"		P.R.T.Co.	"
" " Berks .....	20	Gates and Watchmen	3	3/4 P.R.T.Co., 1/4 P.&R.	P.R.T.Co. & P.&R.
" " Oxford .....	3	Gates		3/4 P.R.T.Co., 1/4 P.&R.	P.&R.
" " Jefferson .....	3	"		3/4 P.R.T.Co., 1/4 P.&R.	"
" " Columbia .....	3	"		P.R.T.Co.	"
" " Master .....	3	"		P.R.T.Co.	"
Front at Brown .....	2	None		P.R.T.Co.	"
" " Fairmount .....	2	"		P.R.T.Co.	"
" " Pollard .....	1	"		1/2 P.R.T.Co., 1/2 P.&R.	"
" Laurel & Germantown .....	3	"		P.R.T.Co.	"
" at Green .....	2	"		P.R.T.Co.	"
Thompson at Cadwallader .....	1	"		P.R.T.Co.	"
2nd South of Girard .....	1	"		P.R.T.Co.	"
North " " .....	1	"		P.&R.	"
Girard West of 2nd .....	2	Watchmen	(Included in 9th and Girard)	P.R.T.Co.	P.R.T.Co.
Richmond Branch:					
Frankford North of Lehigh .....	10 (B)	Gates and Watchmen	2	4/5 P.R.T.Co., 1/5 P.&R.	P.R.T.Co. & P.&R.
Kensington " " .....	10 (B)	"	2	7/10 P.R.T.Co., 3/10 P.&R.	P.R.T.Co. & P.&R.
Willow Street:					
Willow at 2nd .....	3	Watchmen }	3	5/6 P.R.T.Co., 1/6 P.&R.	P.R.T.Co.
" " 3rd .....	2	" }		P.R.T.Co.	P.R.T.Co.
" " 4th .....	2	None		P.R.T.Co.	"
" " 5th .....	4	Watchmen	(Included in Berks and American)		
" " 6th .....	2	None		7/8 P.R.T.Co., 1/8 P.&R.	P.R.T.Co.
" " 8th .....	3	Watchmen }	3	P.R.T.Co.	P.R.T.Co.
" " 9th .....	3	" }		5/6 P.R.T.Co., 1/6 P.&R.	P.R.T.Co.
" " 10th .....	2	None		P.R.T.Co.	"
" " Franklin .....	2	Watchmen	2	P.R.T.Co.	P.R.T.Co.
" " Ridge .....	4	None		P.R.T.Co.	"
Noble at 11th .....	2	"	2	P.R.T.Co.	P.R.T.Co.
" " 12th .....	4	Watchmen		1/2 P.R.T.Co., 1/2 P.&R.	"
Total Freight Lines .....	136		19		
Freight Spurs:					
Phila., Germantown & Norristown Branch:					
9th at Green .....	3	None		P.R.T.Co.	P.R.T.Co. & P.&R.
" " Spring Garden .....	3	"		P.R.T.Co.	"
At Chelton Ave. ....	8	" —Summer Watchmen	1	P.R.T.Co.	"
Phila., Newtown & New York Branch:					
Erie West of 2nd .....	2	"		P.R.T.Co.	"
Total Freight Spurs .....	16		1		
Total Phila. & Reading Ry. (44 Locations) .....	181		31		



# PHYSICAL PROPERTY

## GRADE CROSSINGS (Concluded)

### BALTIMORE & OHIO RAILROAD CO. *Main (Passenger) Lines:*

Number of Track Inter-sections	Protection	P. R. T. Attendants Required (Both Shifts)	Crossings Maintained By	Protection Maintained By
--------------------------------	------------	--	-------------------------	--------------------------

Baltimore Division:  
At Main St.—Darby.....

4 Gates, Derailling Switches and Watchmen 2 1/2 P.R.T.Co., 1/2 B.& O. P.R.T.Co. & B.& O.

Upland at 12th—Chester.....

3 Gates, Derailling Switches and Watchmen P.R.T.Co. P.R.T.Co. & B.& O.

Total Main (Passenger) Lines.....

7 2

#### *Freight Lines:*

Schuylkill River & East Side Branch:  
At Point Breeze Ave.....  
Passunk at 23rd.....  
Broad at Oregon.....

4 None Gates and Watchmen P.R.T.Co. B.& O.  
4 Gates 1 P.R.T.Co. P.R.T.Co. & B.& O.  
4 Gates and Watchmen

Total Freight Lines.....

12 1

*Freight Spurs:*  
Schuylkill River & East Side Branch:  
23rd North of Arch.....

1 None P.R.T.Co.

BELT LINE  
Total Baltimore & Ohio R.R.  
(6 Locations).....

20 3

#### *Freight Line:*

Richmond at Lehigh.....

2 None P.R.R.

#### *Freight Spurs:*

Beach at Canal.....  
York, South of Almond.....  
" " Cedar.....  
Richmond South of Norris.....  
Delaware Ave. north of Green.....  
Richmond at Dyott.....  
" north of Dyott.....  
" " Norris.....

1 None P.R.T.Co.  
1 " " P.R.T.Co.  
3 " " P.R.T.Co.  
1 " " Wm. Cramp Shipbuilding  
2 " " P.R.T.Co.  
1 " " P.R.R.  
2 " " P.R.T.Co.  
2 " " P.R.R.

Total Freight Spurs.....

13

SUMMARY  
Total Belt Line (9 Locations)

15

Pennsylvania R. R.....  
Philadelphia and Reading Ry.....  
Baltimore & Ohio R. R.....  
Belt Line.....

123 26  
181 31  
20 3  
15 .....

Total.....

339 60

Main (Passenger) Lines.....  
Freight Lines.....  
Freight Spurs.....

36 13  
254 46  
49 1

(A) Being removed at date of information.  
(B) Removed since date of this report.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

PHYSICAL PROPERTY

GRADE CROSSINGS

SUMMARY

PROTECTION MAINTAINED	No. of Track Inter- sections	No. of Loca- tions	PROTECTION				CROSSINGS MAINTAINED				
			Derails and Gates	Derails	Gates	Watch- men	None	No. of P. R. T. Attend- ants	Loca- tions by P. R. T. Co.	Loca- tions Jointly	Loca- tions Pri- vately
BY P. R. T. CO.											
Pennsylvania R. R.....	11	5	.....	.....	.....	5	.....	6	5	.....	.....
Philadelphia & Reading Ry.....	29	9	.....	1	.....	8	.....	12	5	4	.....
Baltimore & Ohio R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belt Line .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	40	14	.....	1	.....	13	.....	18	10	4	.....
PROTECTION MAINTAINED											
BY R. R. CO.											
Pennsylvania R. R.....	24	6	.....	.....	6	.....	.....	.....	6	.....	.....
Philadelphia & Reading Ry.....	40	9	.....	.....	9	.....	.....	.....	4	5	.....
Baltimore & Ohio R. R.....	4	1	.....	.....	1	.....	.....	.....	1	.....	.....
Belt Line .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	68	16	.....	.....	16	.....	.....	.....	11	5	.....
PROTECTION MAINTAINED											
JOINTLY											
Pennsylvania R. R.....	42	7	.....	.....	7	.....	.....	20	3	4	.....
Philadelphia & Reading Ry.....	79	10	.....	.....	9	1	.....	19	5	5	.....
Baltimore & Ohio R. R.....	11	3	2	.....	1	.....	.....	3	2	1	.....
Belt Line .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	132	20	2	.....	17	1	.....	42	10	10	.....
NO PROTECTION											
Pennsylvania R. R.....	46	26	.....	.....	.....	.....	26	.....	21	2	1
Philadelphia & Reading Ry.....	33	16	.....	.....	.....	.....	16	.....	14	1	.....
Baltimore & Ohio R. R.....	5	2	.....	.....	.....	.....	2	.....	2	.....	.....
Belt Line .....	15	9	.....	.....	.....	.....	9	.....	5	3	1
Total.....	99	53	.....	.....	.....	.....	53	.....	42	6	2
TOTAL											
Pennsylvania R. R.....	123	44	.....	.....	13	5	26	26	35	2	1
Philadelphia & Reading Ry.....	181	44	.....	1	18	9	16	31	28	1	.....
Baltimore & Ohio R. R.....	20	9	2	.....	2	.....	2	3	5	.....	.....
Belt Line .....	15	6	.....	.....	.....	.....	9	.....	5	3	1
Total.....	339	103	2	1	33	14	53	60	73	6	2

Attendants furnished by Railroads not shown above.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



# PHYSICAL PROPERTY

## OVERHEAD LINE.

TYPE OF CONSTRUCTION		LINE MEASUREMENT (Feet)	SINGLE TRACK MEASUREMENT (Feet)	PER CENT OF TOTAL
Span :				
Single Track		1,290,165	1,290,165	40.45%
Double Track		809,964	1,619,928	50.65
Total		2,100,129	2,910,093	91.10
Side Bracket:				
Single Track		109,526	109,526	3.48
Double Track		1,265	2,530	0.08
Total		110,791	112,056	3.56
Center Pole:				
Double Track		7,577	15,154	0.47
In Buildings:				
Single Track		154,354	154,354	4.87
Total:				
Single Track		1,553,945	1,553,945	48.65
Double Track		818,806	1,637,612	51.35
Total		2,372,751	3,191,557	100.00%
		(449.38 miles)	(604.46 miles)	
POLES		TROLLEY WIRE		PER CENT OF TOTAL
Kind	Number	Kind	Size	Feet
Iron	33,310	Copper	2/0	1,904,553
Cedar	1,864		4/0	658,292
				615,355
Total	35,174	Alloy Steel	4/0	13,357
				3,191,557
				100.00%
				(604.46 miles)

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

PHYSICAL PROPERTY

WIRES AND CABLES

TRANSMISSION AND DISTRIBUTING SYSTEM

(MILES)

Size C. M.	HIGH TENSION TRANSMISSION CABLE (13,200 VOLTS)				DIRECT CURRENT FEEDER CABLE						Total Transmission and Feeder Cable
	Lead Covered Under- ground	Aluminum (CopperEquiv.) Overhead	Total	Lead Covered Under- ground Positive	Under- ground Negative	Overhead Positive	Overhead Negative	Sub- marine Positive	Sub- marine Negative	Total	
3,250,000	.....	.....	.....	.....	2,573	.....	.....	.....	.....	2,573	2,573
2,500,000	.....	.....	.....	.....	6,275	.....	.....	.....	.....	6,275	6,275
2,000,000	.....	.....	.....	6,292	.....	.....	.....	.....	.....	6,292	6,292
1,500,000	.....	.....	.....	29,849	6,744	.....	.....	.....	.....	36,593	36,593
1,200,000	.....	.....	.....	4,388	.....	.....	.....	.....	.....	4,388	4,388
1,000,000	.....	.....	.....	130,725	63,917	0.420	.....	.....	.....	195,062	195,062
950,000	.....	.....	.....	8,303	.307	.....	.....	.....	.....	8,610	8,610
900,000	.....	.....	.....	2,516	.....	.....	.....	.....	.....	2,516	2,516
850,000	.....	.....	.....	4,699	.614	.....	.....	.....	.....	5,313	5,313
800,000	.....	.....	.....	18,619	.838	.....	.....	.....	.....	19,457	19,457
750,000	.....	.....	.....	20,005	1,388	.....	.....	.....	.....	21,393	21,393
700,000	.....	.....	.....	8,807	.266	.....	.....	.....	.....	9,073	9,073
650,000	.....	.....	.....	163,488	1,006	.....	.....	0.334	0.166	164,994	164,994
600,000	.....	.....	.....	20,415	1,355	.....	.....	.....	.....	21,770	21,770
550,000	.....	.....	.....	12,628	.966	.....	.....	.....	.....	13,594	13,594
500,000	.....	.....	.....	38,746	32,800	140,650	22,380	.....	.....	234,576	234,576
450,000	.....	.....	.....	9,016	2,428	.....	.....	.....	.....	11,444	11,444
400,000	.....	.....	.....	33,588	6,848	.....	.....	.....	.....	40,436	40,436
350,000	.....	.....	.....	26,753	3,734	.....	.....	.....	.....	30,487	30,487
300,000	.....	.....	.....	36,906	13,492	.....	.....	.....	.....	50,398	50,398
250,000	.....	.....	.....	19,132	1,994	.....	.....	.....	.....	21,126	21,126
211,600	12,970	.....	12,970	51,640	31,361	78,330	6,260	.....	.....	167,591	180,561
3/0	11,930	.....	11,930	.....	3,710	.....	.....	.....	.....	3,710	15,640
2/0	56,980	15,240	72,220	.....	19,521	5,680	0,570	.....	.....	25,771	97,991
1/0	23,120	.....	23,120	.....	7,657	.....	.....	.....	.....	7,657	30,777
Total	105,000	15,240	120,240	646,515	209,794	225,080	29,210	0.334	0.166	1,111,099	1,231,399
Per Cent.	8.53%	1.24	9.77	52.50	17.04	18.28	2.37	0.03	0.01	90.23	100.00%

All quantities in miles.

All wire and cable is copper unless otherwise described.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



PHYSICAL PROPERTY

WIRES AND CABLES (Concluded)  
SIGNAL AND TELEPHONE SYSTEMS  
(MILES)

SIGNALS						
RUBBER COVERED AND BRAIDED						
Size	Braided 1100 v.	Twin Conductor	Stranded Two Conductor	One Conductor	One Conductor	Rubber Covered Five Conductor
No. 5	14.500					
" 6		7.690	0.710			
" 9					5.270	
" 14				79.600		2.360
Total	14.500	7.690	0.710	79.600	5.270	2.360
Per Cent.	13.17%	6.98	0.64	72.28	4.79	2.14
						110.130
						100.00%

TELEPHONE CABLE				TELEPHONE AND TARGET WIRE			
No. of Pairs	UNDERGROUND		OVERHEAD	Total	Miles	Per Cent. of Total	
	Lead Covered	Twisted					
1	22.141	1.859		24.000	No. 14 Twisted Pair	14.680	9.19%
2	7.297			7.297	" 16 "	16.320	10.23
3	1.998			1.998	" 10 Bare Copper	46.620	29.23
4	3.147			3.147	" 12 "	31.200	19.57
5	2.180			2.180	" 14 "	40.00	25.07
6	3.068		5.440	8.508	" 10 Bare Iron	10.690	6.71
7	3.112			3.112			
8	3.983			3.983			
10	2.956			2.956			
11	5.851			5.851			
12	.512			.512			
13	.418			.418			
15	11.187		.420	11.607			
21	.739			.739			
25	12.702		.320	13.022			
28	.030			.030			
35	.054			.054			
41	.955			.955			
50	4.475			4.475			
100	2.039		3.840	5.879			
110	3.700			3.700			
Total	92.544	1.859	10.020	104.423			
Per Cent.	88.61%	1.78	9.61	100.00%			

All quantities in miles.  
All wire and cable is copper unless otherwise stated.  
(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# UNDERGROUND CONDUIT

No. of Ducts	TOTAL RUN LENGTHS IN FEET UNDER VARIOUS TYPES OF PAVING										Total Duct Feet
	Asphalt	Granite Block	Asphalt & Granite Block	Granite Block & Brick	Brick	Wood Block	No Paving	Planking	Miscella- neous	Total Run Lengths	
1	69	69								69	69
2	5,507	6,282								11,789	23,578
3	87,289	89,816	13,839	1,621	1,788	27				194,380	583,140
4	88,205	44,269	4,620	2,375	2,901			140	188	142,698	570,792
5	6,303	39,635					420			46,358	231,790
6	51,698	87,990	8,576	2,083			4,351	27		154,725	927,950
7	3,539	6,438					158			10,135	70,945
8	26,498	45,705			1,144	169				73,516	588,128
9	19,382	56,489	1,833	7,177	2,725		12,622	2,552	509	103,289	929,601
10	8,400	14,911								23,311	233,110
11	508	5,992	1,038			356				7,894	86,834
12	26,286	38,100	14,332	5,577	10,406	522	4,609	125		99,957	1,199,484
13	2,267	6,485								8,752	113,776
14	4,347	15,210								19,557	273,798
15	463	9,579			3,964					14,006	210,090
16	4,341	21,147				358	705			26,551	424,816
17	1,874	2,491								4,365	74,205
18	3,516	10,215						78		13,809	248,562
19	863	829								1,692	32,148
20	5,572	51,259	1,518	850	350		1,521			61,070	1,221,400
21	1,137	4,847								5,984	125,664
22	2,967	238								3,205	70,510
23		2,533								2,533	58,259
24	3,200	1,279							789	5,268	126,432
25	1,231	6,559								7,790	194,750
26	4,246	1,465								5,711	148,486
27		6,309								6,309	170,343
28	1,611	6,914								8,525	238,700
29		1,853								1,853	53,737
30	2,154	3,294	89		109				100	5,746	172,380
31		54								54	1,674
32	905	3,028			157	37				4,127	132,064
33	1,932									1,932	63,756
34	1,142	2,537				321				4,000	136,000
35	496									496	17,360
36	272	3,996								4,268	153,648
37	283	417								700	25,900
40	49	532				2,384				2,965	118,600
41		2,396	51							2,396	98,236
42		3,129								3,180	133,560
44		381								381	16,764
45		217								217	9,765
46		173								173	7,958
49		1,278								1,278	62,622
50		4,073								4,073	203,650
51		1,555								1,555	79,305
52		713								713	37,076
56	1,390	1,018	274							2,682	150,192
57	2,369	2,439	700							5,508	313,956
58	1,434	39								1,473	85,434
60	1,417	324	1,833	235						3,809	228,540
61	356									356	21,716
65	1,727									1,727	112,255
66	341	404								745	49,170
69		1,467								1,467	101,223
70		505								505	35,350
72			390							390	28,080
80			214							214	17,120
96			6,263							6,263	601,248
Total	377,517	618,877	55,570	19,918	23,544	4,174	24,386	2,922	1,586	1,128,494	12,445,259
Total in Miles	71.50	117.20	10.60	3.70	4.50	0.79	4.60	0.54	0.29	213.72	2,357.05

Tunnel (No Ducts) 160 ft.  
Platform ( " " ) 711 "

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



# PHYSICAL PROPERTY

## CARS

Type No.	DESCRIPTION	Year Purchased	Number Purchased	Type No	DESCRIPTION	Year Purchased	Number Purchased	
SINGLE TRUCK								
Closed:								
A- 1	18' St. Louis .....	1894	60	C- 4	24' Brill Maximum Traction Trucks	1898 (reconstructed)	52	
A- 2	18' Jackson & Sharpe.....	1894	43	C- 6	24' Laclede " " .....	1898 ( " )	205	
A- 3	18' Pullman .....	1893	40	C- 7	24' Phila. Traction Max. Tract. Trucks	1898 ( " )	6	
A- 4	18' Brill .....	1893	27	D- 4	26' Brill .....	1899	9	
A- 5	18' American .....	1894	100	E- 1	28' St. Louis .....	1898	2	
A- 6	18' Laclede .....	1893	339	E-42	28' Brill .....	1903	65	
A- 7	18' Philadelphia Traction .....	1892	6	Total.....				339
B- 1	20' St. Louis .....	1895	255	Open:				
B- 4	20' Brill .....	1894	15	Q- 4	12 Bench Brill .....	1899	4	
B- 6	20' Laclede .....	1895	99	R- 4	12 " (Aisle) Brill .....	1899	160	
B- 7	20' Philadelphia Traction .....	1889	26	Total.....				164
Open:								
Total.....				1,010				
K- 1	8 Bench St. Louis .....	1895	1	Semi-Convertible:				
K- 2	8 " Jackson & Sharpe.....	1895	4	D-41	26' Brill .....	1904	5	
K- 4	8 " Brill .....	1894	42	E-41	28' Brill .....	1905	138	
K- 6	8 " Laclede .....	1894	297	Total.....				143
K- 8	8 " Barney & Smith.....	1894	10	Pay Within:				
L- 5	8 " (Aisle) American .....	1895	1	E-43	28' Single End Brill.....	1902	49	
M- 4	9 " Brill .....	1894	5	Total.....				181
M- 5	9 " American .....	1894	54	Total.....				381
N- 1	9 " (Aisle) St. Louis.....	1895	25	Total.....				562
N- 51	9 " (Aisle) American .....	1895	116	Total.....				1,208
N-52	9 " Trailer American .....	1895	60	E-44	28' Double End Brill.....	1906	42	
P- 1	10 " St. Louis .....	1895	419	Total.....				77
P- 9	10 " Lamokin .....	1894	40	Total.....				134
Total.....				1,074				51
Total Single Truck.....				2,084				1
Total Surface Cars.....				3,292				76
Subway-Elevated Cars .....				100				381
Total Cars .....				3,392				562
Total Double Truck .....				1,208				

NOTE.—No Surface cars purchased since 1906.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

PHYSICAL PROPERTY

CARS (Concluded)

SUMMARY

Year Purchased	SINGLE TRUCK			DOUBLE TRUCK				Total Winter Cars	Total Open Cars	Total Cars
	Closed	Open	Total	Closed	Open	Semi- Convertible	Pay- Within			
1889	26	.....	26	.....	.....	.....	.....	26	.....	26
1890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1891	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1892	6	.....	6	.....	.....	.....	.....	6	.....	6
1893	406	.....	406	.....	.....	.....	.....	406	.....	406
1894	218	448	666	.....	.....	.....	.....	218	448	666
1895	354	626	980	.....	.....	.....	.....	354	626	980
1896	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1897	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1898	.....	.....	.....	265	.....	.....	.....	265	.....	265
1899	.....	.....	.....	9	164	.....	39	48	164	212
1900	.....	.....	.....	.....	.....	.....	76	76	.....	76
1901	.....	.....	.....	.....	.....	.....	94	94	.....	94
1902	.....	.....	.....	.....	.....	.....	100	100	.....	100
1903	.....	.....	.....	65	.....	.....	134	199	.....	199
1904	.....	.....	.....	.....	.....	5	.....	5	.....	5
1905	.....	.....	.....	.....	.....	138	77	215	.....	215
1906	.....	.....	.....	.....	.....	.....	42	42	.....	42
Total Surface 1,010			1,074	339	164	143	562	2,054	1,238	3,292
Subway-Elevated (Purchased 1906-1908)										
Total Cars										
100										
3,392										

Type No.	No. Cars	Description			Year Purchased
		28' Single	End Pay	Within	
E-43	39	28' "	" "	"	1899
E-43	93	28' "	" "	"	1901
E-43	49	28' "	" "	"	1902
E-44	76	28' Double	" "	"	1900
E-44	1	28' "	" "	"	1901
E-44	51	28' "	" "	"	1902
E-44	134	28' "	" "	"	1903
E-44	77	28' "	" "	"	1905
E-44	42	28' "	" "	"	1906

Note.—No surface cars purchased since 1906.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



## PHYSICAL PROPERTY

### MISCELLANEOUS CARS

Revenue Producing:	Single Truck	Double Truck	Total
Mail .....	13	.....	13
Newspaper .....	8	.....	8
Express .....	.....	7	7
Freight .....	10	2	12
City Ash .....	.....	14	14
Total .....	31	23	54
Operation:			
Coal .....	4	14	18
Wreck .....	18	1	19
Depot Utility .....	15	.....	15
Total .....	37	15	52
Roadway:			
Sweepers .....	86	.....	86
Plows .....	102	1	103
Sprinklers .....	17	.....	17
Sand .....	65	.....	65
Construction & Maintenance	17	7	24
Total .....	287	8	295
Miscellaneous .....	9	.....	9
Total .....	364	46	410

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## TRUCKS AND MOTORS

TRUCKS			MOTORS		
Type	Year Purchased	Number Purchased	Type	Year Purchased	Number Purchased
Single :					
Peckham No. 6.....	1894	1,132	25 H. P. :		
Peckham No. 8.....	1894	8	G. E. 54 .....	1899	16
Bemis .....	1894	923	G. E. 800 .....	1894	2,994
Maguire .....	1894	96	Total .....		3,010
Total .....		2,159	27½ H. P. :		
Double (Pairs) :					
Bemis .....	1894	2	Westinghouse No. 3.....	1894	788
Brill No. 23.....	1898	271	30 H. P. :		
Brill No. 27-G.....	1905	571	G. E. 1000.....	1894	14
Brill No. 39-F.....	1910	1	Westinghouse No. 12-A	1903	314
Curtis Maximum Traction	1900	48	Total .....		328
Curtis D-2 .....	1906	158	40 H. P. :		
Curtis C-1 .....	1909	43	G. E. 67.....	1899	26
Total (Pairs).....		1,094	G. E. 70.....	1905	338
Total Surface .....		3,253	G. E. 80-A.....	1908	1,919
Subway-Elevated :					
Curtis .....	1906-1908	100	G. E. 80-B.....	1907	145
Total Trucks .....					
			Westinghouse No. 101-B	1907	40
			Lorain No. 27.....	1904	732
			Total .....		3,200
50 H. P. :					
			Westinghouse No. 56.....	1900	292
Total Motors—Surface.....					
Subway-Elevated :					
			G. E. 66—125 H. P. ....	1906-1908	200
			Total Motors .....		7,818

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## POWER CAPACITY

### GENERATING APPARATUS

No.	STATION	BOILERS		Reciprocating		ENGINE Turbine		Total		A. C.		GENERATORS D. C.		Total	
		No.	Rated H. P.	No.	Rated H. P.	No.	Rated H. P.	No.	Rated H. P.	No.	Rated K. W.	No.	Rated K. W.	No.	Rated K. W.
1.	13th & Mount Vernon Streets.....	20	7,525	5	11,250	2	2,400	7	13,650	.....	.....	7	9,100	7	9,100
2.	(Old) 920 North Delaware Avenue.....	5	2,900	5	5,700	1	3,000	6	8,700	1	2,000	5	3,800	6	5,800
2.	(New) 928 North Delaware Avenue.....	16	12,800	.....	.....	3	27,000	3	27,000	3	18,000	.....	.....	3	18,000
3.	Beach & Green Streets.....	14	3,500	4	7,500	.....	.....	4	7,500	.....	.....	4	5,000	4	5,000
4.	33rd & Market Streets (A).....	19	7,300	6	11,400	.....	.....	6	11,400	.....	.....	6	7,600	6	7,600
5.	33rd & Dauphin Streets.....	8	2,400	3	3,225	.....	.....	3	3,225	.....	.....	3	2,150	3	2,150
6.	27th & South Streets.....	6	1,500	5	2,550	.....	.....	5	2,550	.....	.....	5	1,700	5	1,700
7.	Ogontz.....	9	2,250	3	3,600	.....	.....	3	3,600	.....	.....	3	2,400	3	2,400
8.	Willow Grove (Park Lights & Power) 11.....	11	1,525	6	2,135	.....	.....	6	2,135	.....	.....	6	1,425	6	1,425
9.	Wheel Pump (.....)	5	625	1	825	.....	.....	1	825	.....	.....	1	550	1	550
10.	2nd Street & Wyoming Avenue.....	16	10,800	4	4,200	6	13,500	10	17,700	8	11,000	2	800	10	11,800
	Doylestown.....	2	500	2	450	.....	.....	2	450	.....	.....	2	300	2	300
	Folsom.....	3	800	2	675	1	750	3	1,425	.....	.....	3	950	3	950
Total	.....	134	54,425	46	53,510	13	46,650	59	100,160	12	31,000	47	35,775	59	66,775

Note.—Terminal Station, not included in above list as it contains no apparatus used directly for operation of cars.

(A) 6000 K.W. Exhaust Turbine added at Station No. 4—since date of information.

### SUB-STATION APPARATUS

No.	In Generating Stations:	ROTARY CONVERTERS		BOOSTERS		STORAGE BATTERIES	
		No.	Rated K. W.	No.	Rated K. W.	8 Hour Discharge K. W.	
2.	(Old) 920 N. Delaware Avenue.....	.....	.....	1	250	.....	.....
3.	Beach & Green Streets.....	.....	.....	3	625	.....	.....
5.	32nd & Dauphin Streets.....	.....	.....	1	125	227	.....
7.	Ogontz.....	.....	.....	2	260	.....	.....
Sub-Stations:							
8.	Willow Grove.....	3	2,000	.....	.....	.....	.....
11.	8100 Germantown Avenue.....	.....	.....	.....	.....	63	.....
12.	123 E. Chelton Avenue.....	5	4,500	.....	125	63 (B)	.....
13.	3643 Germantown Avenue.....	.....	.....	.....	.....	88	.....
14.	9th & Dauphin Streets.....	.....	.....	.....	.....	131	.....
15.	5th & Lombard Streets.....	.....	.....	.....	.....	164	.....
16.	Frankford Avenue & Arrott Street.....	3	2,000	.....	.....	.....	.....
17.	13th Street & Snyder Avenue.....	4	3,500	.....	.....	.....	.....
18.	52nd & Lancaster Avenue.....	3	3,000	.....	.....	.....	.....
19.	Glenside.....	3	2,000	.....	.....	.....	.....
20.	816 Sansom Street.....	6	9,000	.....	.....	.....	.....
21.	Market & Allison Streets.....	3	4,500	.....	.....	.....	.....
22.	58th Street & Woodland Avenue.....	2	3,000	.....	.....	.....	.....
Total	.....	32	33,500	7	1,385	673	.....

Note.—Since above information was furnished, 4 rotary converters—1500 K.W. each—have been installed.

(B) Battery at Sub-Station No. 12 not in use, hence this figure not included in total battery capacity.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



PHYSICAL PROPERTY

OPERATING CAR HOUSES

			GENERAL DIMENSIONS		No. of Tracks		CAPACITY IN 38ft. CARS		BUILDING CONSTRUCTION		
			Land (Acres)	Building Area (Sq. Feet) (A)	In- side	Out- side	Total	In- side	Out- side	Total	Age
NORTHEASTERN.											
Amber St. ....	4	91	1.8	76,740	34	..	34	146	....	146	Prior to 1893
Frankford & Bridge.....	5	129	1.34	52,000	9	3	12	121	13	134	Wood Trusses, Posts, Purlins & Sheathing
Lehigh & Hancock.....	2	80	0.84	34,960	8	..	8	69	....	69	Steel Trusses
Richmond & Allegheny.....	5	113	0.79	29,700	9	..	9	57	....	57	Wood Trusses
NORTHERN CENTRAL.											
15th & Cumberland .....	5	134	2.03 (C)	88,500	14	..	14	125	....	125	Purlins & Sheathing
11th & Colona .....	2	61	1.31	54,806	17	..	17	100	....	100	Wood Trusses
NORTHWESTERN.											
26th & Allegheny.....	4	95	2.6	105,800	12	..	12	116	....	116	Wood Trusses
32nd & Dauphin.....	6	226	3.0	124,580	24	..	24	240	....	240	Reinforced Concrete Columns & Beams
27th & Girard.....	3	41	0.93	37,666	16	..	16	70	....	70	Hollow Tile
SOUTHERN.											
16th & Jackson.....	8	154	1.8 (C)	78,000	17	..	17	142	....	142	Brick
WEST PHILADELPHIA.											
41st & Haverford.....	3	62	1.9	77,339	25	..	25	123	....	123	Wood Trusses
43rd & Lancaster.....	6	102	0.7	27,464	10	..	10	54	....	54	Steel Trusses
Belmont & Thompson.....	7	103	1.6	67,669	15	..	15	125	....	125	Top Chord of Wood
49th & Woodland.....	11	192	4.19	86,814	22	..	22	166	....	166	Wood & Steel Trusses
SUBURBAN.											
Folsom .....	4	14	0.19	7,200	4	1	5	21	4	25	Wood Posts
Pelham .....	5	69	3.2	135,225	19	..	19	292	....	292	Wood Trusses
Willow Grove .....	4	65	1.74	72,039	18	..	18	163	..	163	Steel Trusses
Total .....	84	1,731	29.96	1,156,502	273	4	277	2,130	17	2,147	Steel Purlins
											19
											15 Years

## PHYSICAL PROPERTY

### OPERATING CAR HOUSES (Concluded)

#### OPERATING CAR YARDS

	No. of Lines Using	Rush Hour Cars on Lines Using	GENERAL DIMENSIONS		NUMBER OF TRACKS			CAPACITY IN 38-FT. CARS			AGE
			Land (Acres)	Building Area (Sq. Feet)	Inside	Outside	Total	Inside	Outside	Total	
Belmont & Thompson.....	(B)	(B)	0.304	13,284	.....	8	8	.....	31	31	
2nd & Wyoming.....	4	83	1.31	57,000	.....	9	9	.....	105	105	6 Years
Total .....	4	83	1.614	70,284	.....	17	17	.....	136	136	

#### SUBWAY-ELEVATED OPERATING CAR HOUSE AND YARD

69th & Market.....	1	96	1.5	67,750 (A)	4	11	15	16	123	139 (D)	3 Years
Total Operating Car Houses & Yards.....	89	1,910	33.074	1,294,536	277	32	309	2,146	276	2,422	

- (A) Includes space devoted to repair shops and offices.  
 (B) See Operating Car Houses.  
 (C) Includes shops.  
 (D) Based on 50' cars.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## STORAGE CAR HOUSES

LOCATION	GENERAL DIMENSIONS		NUMBER OF TRACKS			CAPACITY IN 38-ft. CARS			BUILDING CONSTRUCTION		AGE
	Land (Acres)	Building (Sq. Feet)	Inside	Outside	Total	Inside	Outside	Total	Walls	Roof Support	
34th and Lehigh.....	0.21	9,200	4	.....	4	20	.....	20	Brick	Steel & Wood Trusses	Prior to 1893
36th and Gray's Ferry.....	1.50	12,150	14	.....	14	85	.....	85	"	Wood Trusses	"
42nd and Chestnut.....	1.60	67,140	18	.....	18	74	.....	74	"	Wood Trusses Wood Posts	"
43rd and Lancaster.....	0.70	31,125	16	.....	16	136	.....	136	"	Wood Trusses Wood Posts	"
49th and Woodland.....	4.19	66,530	18	.....	18	187	.....	187	"	Wood Trusses, Steel Trusses, Wood Posts, Purlins & Sheathing	14 Years
Frankford and Bridge.....	1.93	84,325	9	.....	9	70	.....	70	"	Wood Trusses, Purlins, Posts & Sheathing	6 "
Richmond and Allegheny.....	0.57	25,100	4	.....	4	19	.....	19	"	Wood Trusses, Purlins and Sheathing	11 "
Rittenhouse above Morris.....	0.14	6,250	15	.....	15	79	.....	79	"	Wood Trusses, Purlins & Sheathing	Prior to 1893
5th and Jackson.....	0.45	11,700	98	.....	98	670	.....	670	"	Wood Trusses	"
13th and Snyder.....	1.28	46,690	.....	.....	.....	.....	.....	.....	"	Wood Trusses	16 Years
Total .....	12.57	360,210	.....	.....	.....	.....	.....	.....	.....	.....	.....

## STORAGE CAR YARDS

26th and Allegheny (yard and barn).....	1.40	62,000	12	12	24	86	78	164	4 Years
Amber Street .....	0.14	6,141	.....	3	3	.....	10	10	
Frankford and Bridge.....	0.34	13,200	.....	9	9	.....	26	26	
Total .....	1.88	81,341	12	24	36	86	114	200	
Total Storage Car Houses and Yards.....	14.45	441,551	110	24	134	756	114	870	
Total All Car Houses and Yards.....	47.524	1,736,087	387	56	443	2,902	390	3,292	

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



# PHYSICAL PROPERTY

## REPAIR SHOPS

LOCATION	SIZE	CAPACITY IN 38-ft. CARS (A)			BUILDING CONSTRUCTION	AGE		
		Dimensions in Feet	Ground Space in Sq. Ft.	Machine and Carpenter			Paint	Walls
General Shops	Kensington Ave. & Cumberland St.	330 x 387 less 165 sq. ft.	127,545	158	44	Brick	Steel Trusses and Columns	(Part prior 1893)
Construction Shops	8th & Dauphin	35 x 50 60 x 80 25 x 32 80 x 160 90 x 387 63 x 265 40 x 110 85 x 445 80 x 445	54,980	.....	.....	"	Wood Rafters	Part 3 " 6
Space for Car Repairs in Operating CAR HOUSES:			94,520	107	(B)	"	Steel and Wood Trusses, Wood, Steel and Reinforced Concrete Columns	(Prior 1893)
Northeastern	Amber St. Frankford & Bridge	12 x 32 35 x 107 ) 18 x 55 )	384 4,735	.....	.....	"	Wood Rafters Wood Trusses and Posts	14 5
	Lehigh & Hancock	Shop 35 x 38 Wash 20 x 85 ) 12 x 59 ) 34 x 100 )	3,030 4,108	.....	.....	Brick & Corrugated Gal- vanized Iron	Steel Trusses and Wood Rafters Wood Rafters	16 3
	Richmond & Allegheny	2nd & Wyoming 15th & Cumberland 11th & Colona 26th & Allegheny	103 x 105 40 x 65 22 x 26 Shop 50 x 62 Stores 15 x 30 Wash 46 x 50	10,815 2,600 572 5,850	.....	.....	Brick & Corrugated Gal- vanized Iron Brick and Stone Brick	Reinforced Concrete Beams and Posts Wood Trusses
Northern Central	2nd & Dauphin	48 x 80 18 x 72 ) 25 x 52 ) 20 x 180 ) 34 x 261 ) 35 x 37 ) 15 x 38 ) 25 x 125 ) 20 x 20 ) 32 x 55 )	5,136 1,300 3,600 8,874 1,865 5,285	.....	.....	Brick; Reinforced Con- crete; Hollow Tile	Reinforced Concrete Columns and Beams	4
		27th & Girard 16th & Jackson 41st & Haverford 43rd & Lancaster	..... ..... ..... .....	.....	.....	Brick	Wood Trusses Wood Rafters Wood Trusses	(Prior 1893) 3 16 (Prior 1893)
		Belmont & Thompson	.....	.....	.....	"	Steel	"
Suburban	49th & Woodland Folsom Pelham (Germantown Av. opp. West View) Willow Grove	20 x 365 48 x 50 20 x 120 ) 30 x 50 ) 40 x 72	7,300 2,400 3,900 2,880	.....	.....	"	Wood Rafters Steel Trusses	4 11
		.....	.....	.....	.....	Brick & Corrugated Gal- vanized Iron	Wood Trusses and Posts Wood Girders and Rafters	(Prior 1893) 15
		.....	.....	.....	.....	Stone		

# PHYSICAL PROPERTY

## REPAIR SHOPS (Concluded)

LOCATION	SIZE		Ground Space in Sq. Ft.	CAPACITY IN 38-ft. CARS (A)		BUILDING CONSTRUCTION		AGE Years
	Dimensions in Feet			Machine and Carpenter	Paint	Walls	Roof Support	
Shops for Other Repairs:								
Delaware & Beach.....	25 x 99		2,475	----	----	Wood & Galvanized Iron	Wood Trusses	4
15th & Huntingdon.....	Blacksmith 25 x 49 Electrical 25 x 75 Harness 22 x 28		3,716	-----	-----	Brick	Wood Rafters and Posts	(Prior 1893) Blacksmith 2
Schuylkill & Catharine.....	18 x 80 155 x 194 165 x 47 70 x 170 18 x 205 6 x 33 8 x 80	57 x 120 38 x 128 30 x 42 8 x 95 35 x 60 5 x 32 47 x 165	79,432	-----	-----	Brick	Wood and Steel Trusses, Wood Purlins	West Shop 7 East Shop Prior 1893
Total Surface System.....			437,302	265	44			
Subway-Elevated—69th & Market.....	42 x 42 86 x 131 17 x 33 25 x 97	121 x 216 86 x 188 89 x 225 89 x 225 18 x 33	98,964	40	10	Brick	Steel Trusses and Reinforced Concrete Beams	3
Total Surface & Subway-Elevated			536,266	305	54			

(A) Except for 69th & Market where 50 ft. long Subway-Elevated cars are handled.

(B) Car painting is done on tracks of 74 cars capacity included under machine and carpenter shops.

(C) This area is included in the Building Area shown in statement of Operating Car Houses.

NOTE.—In all operating barns except two—11th & Colona and Hancock & Lehigh—certain small sections of track are set aside for inspection and slight repairs.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## MISCELLANEOUS BUILDINGS

LOCATION	USE	BUILDING DIMENSIONS			CONSTRUCTION		AGE	
		Land (Sq. Feet)	Width (Feet)	Depth (Feet)	Area (Sq. Feet)	Walls	Roof Support	
16th & Huntingdon.....	Freight Depot	1,920	32 x 60		1,920	Brick	Wood Girders	1 Year
Beach and Green.....	" "	336	12 x 28		336	Wood	Wood Rafters	1/3 Year
Edison (Doylestown Pike) .....	" "	360	12 x 30		360	"	Rafters	3/4 "
Front and Water.....	" "	7,544	41 x 184		7,544	Galvanized Iron on Wood	Steel Trusses & Purlins	New
Glenside .....	" "	360	12 x 30		360	Wood	Rafters	3/4 Year
Hallowell (Doylestown Pike) .....	" "	360	12 x 30		360	"	"	3/4 "
Jenkintown (Old York Road near Cherry)	" "	360	12 x 30		360	"	"	1/12 "
Neshaminy (Doylestown Pike) .....	" "	360	12 x 30		360	"	Wood Rafters	3/4 "
Warrinton (Doylestown Pike) .....	" "	360	12 x 30		360	"	Rafters	3/4 "
Willow Grove .....	" "	360	12 x 30		360	"	"	3/4 "
16th & Mt. Vernon .....	Photographer's Shop	2nd Floor	19 x 68		1,292	Brick	"I" Beams	Prior to 1893

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



# PHYSICAL PROPERTY

## MISCELLANEOUS REAL ESTATE USED IN OPERATION

Company's Map Index No.	LOCATION	FRONTAGE On	DIMENSIONS Frontage	Depth	PRESENT USE	BUILDINGS Kind	Size	NOTES
69	1324 Wharton Street	Wharton	18'	75'	Emergency House (L. & C. Dept.)	Cement Floor Brick Walls Tin Roof	18x75x15 high	
31-5	Pier 33 & 34 N. Wharves, Delaware Avenue	Del. Ave.	207' 4 1/2"	Varies	Roadway storage			Depth is from E. H. L. Del. Ave. to Port War- den's Line
39-4	Pier 41 N. Wharves, Delaware Avenue,				Coal handling plant			
24-2	Holly & Wallace				Storage car barn			
65-2	S. E. Cor. Schuylkill and Catharine Sts.				Roadway general shops			
24-4	41st, Brandywine-Spring Garden	41st Street	194' 10 3/8"	Varies	Motive Power Storage Yards	Sheds	20x80x16 high 43x112x16 high	Wood columns, slag roofs
64-2	815-17 Walnut Street	Walnut St.	37' 11"	127' 6"	Emergency House (L. & C. Dept.)	Brick walls Brick and wood floors Slag roof	38x128x20 high	
16-5	2504-16 Lombard	Lombard	130'	Varies	Roadway storage and Blacksmith shop	Sheds	40x77x23 high 75x127x23 high	Wood truss wood columns, slag roof
7-2	627-29 North 13th Street	13th Street	34'	90'	Emergency House (L. & C. Dept.)	Wood floor Brick walls Concrete roof Wood & Cement floor Brick walls Wooden truss roof	25x25x15 high 32x80x38 high	
7-3	632-40 Camac Street	Camac Street	68'	96'	Pipe shop and storage yard (Motive Power Dept.)	Pipe shop Brick walls Tin roof	28x13x33 high	
50	2603 Poplar Street	Poplar Street	124'	Varies	Lot			
50-3	2633-35 Poplar Street	"	40'	80'	Stable	Brick walls Slag roof	40x95x16 high	
50-4	919 Taney Street	Taney Street	178' 8 3/8"	Varies	Office and Storeroom	Wood floor Brick walls Tin roof Wood & Cement floor Brick walls Tin roof	30x75x16 high 75x110x23 high	Roof supported by posts

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## RIGHT OF WAY

	Width	70'	60'	50'	47'	40'	37'	35'	30'	25'	23'	18'	13'	12 1/2'	5'	Irregular	(A)	Total
(Length in Feet)																		
Philadelphia Rapid Transit Co.:																		
Philadelphia County	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	850	850
Delaware County	.....	4,964	2,092	.....	.....	1,704	.....	130	.....	.....	3,604	250	.....	.....	.....	702	4,175	17,621
Montgomery County	.....	6,145	2,594	668	620	.....	.....	.....	4,305	.....	.....	.....	.....	710	.....	.....	.....	15,042
Total	.....	6,145	7,558	2,760	620	1,704	.....	130	4,305	.....	3,604	250	.....	710	.....	702	5,025	33,513
Market Street Elevated Passenger Ry. Co.:																		
Philadelphia County	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	637	.....	637
Delaware County	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,290	.....	2,290
Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,927	.....	2,927
Philadelphia & Willing Grove St. Ry. Co.:																		
Cheltenham Township	.....	7,662	.....	895	.....	.....	.....	.....	2,191	35	.....	.....	140	.....	.....	.....	.....	11,105
Abington Township	.....	9,262	3,955	2,618	.....	.....	3,622	118	.....	.....	.....	.....	.....	.....	.....	3,881	.....	23,456
Total	.....	16,924	3,955	3,513	.....	.....	3,622	118	2,191	35	.....	.....	140	.....	.....	3,881	.....	34,561
Total all companies	.....	23,069	11,513	6,273	620	1,704	3,622	248	6,496	35	3,604	250	140	710	182	7,510	5,025	71,001
Total all companies in	.....	4.37	2.18	1.17	0.117	0.323	0.626	0.047	1.23	.....	0.682	0.047	0.026	0.134	0.034	1.42	0.951	13.45

(A) Right of way occupying portions of lands owned by the Company but not otherwise used in operation. Irregular in width.  
See Real Estate Not Used In Operation.

(This statement compiled from information as of June 30, 1910, furnished by the Company.)

# PHYSICAL PROPERTY

## REAL ESTATE NOT USED IN OPERATION

Company's Map Index No.	LOCATION	FRONTAGE On	DIMENSIONS (FEET)		PRESENT USE	BUILDINGS	NOTES
			Frontage	Depth			
59	1812-14 Moyamensing Ave.	Moyamensing	26	43	Lots		Rented
14	334-40 S. 22nd Street	Twenty-second	80	80	Garage & Dwelling		"
13	1901 Market Street	Market	18	96' 2"	Store	Brick	"
35	2644-48 Callowhill	Callowhill	50	80	Stable		"
36	2652-58	"	56	80	"		"
49	Germanatown & Stenton	{ Germanatown	114' 11 5/8"	Varies {	"		"
63	Rittenhouse bet. Morris & Wissahickon	{ Stenton	101' 5"	"	Barn, Stable and		Dwelling Rented
37	752 W. Carpenter, Germanatown	Rittenhouse	156' 3"	"	Dwelling & Conductors' Room		"
		Carpenter	44	132	Lot		Rented
53	Kensington N. of Adams	Kensington	110' 8"	Varies	Farm & Dump		Farm, Rented Total area 19.14 acres.
33	Broad, 18, Hartranft, Hoyt	Broad	430	"			
19	33, Chestnut, Woodland	{ Thirty-third	112' 6 3/4"	"	Lot		
		{ Chestnut	27' 9"	"			
		{ Woodland	50'	"			
52	Haverford & Lansdowne	{ Haverford	435.42	"	Dwelling	Stone	Rented
		{ Lansdowne	898.72	420	Quarry		
		{ Westminster	420	Varies	Lot, Loop & 3 Track		
		{ Lebanon	783.85	420	Terminal for cars		
40	Fisher's Line to Wyoming Ave., east of Tacony Creek	{ Fisher's Lane	806.3	Varies {	House, Stable & Farm		Rented, two-track right of way through this property
60	Oxford Pike N. of Loney St., Fox Chase	{ Wyoming Ave.	1201.13	"	Dwelling		Rented
10	1500 Glenwood Ave.	Glenwood Ave.	16'	66' 27/8"	Store & Dwelling	Brick	"
62	Rising Sun Lane (K. & O. Tpk.) & Olney Ave.	{ Rising Sun Lane	226' 5 3/4"	Varies {	Lots		Siding for cars on this property
		{ Olney Ave.	633' 11 1/2"	"			
43	Frankford & Glenwood	{ Frankford Ave.	85.36	"	Lot		Total area 3.154 acres
29	62nd St. S. of Larchwood Ave.	{ Glenwood	167.04	"	"		Rented
34	2616-32 Callowhill St.	{ 62nd Street	41' 0 3/4"	"	Power House—Phila. Elec. Co.		Rented, total area 2.46 acres
		{ 63rd	469' 4 1/2"	"	Dwelling & Lot		
		{ Callowhill	150	"			
301-4-6	Old Welsh Rd. & Prospect Ave., Willow Grove (Kinsey property)	Old Welsh Rd.	193.86	"	Dwelling & Lots		Frontage includes W. Grove Terminal, Dwelling is on S. end of this lot
301-4-7	Old Welsh Rd. E. of Prospect Ave. (Webster Prop.)	Old Welsh Rd.	100	125	"		Rented
301-4-2	Davisville Rd. & Gtn. & Willow Grove Tpk.	Gtn. & W. G. Tpk.	1650	Varies	"		Rented, two-track right of way through this property
304-1	437-439 York Rd., Jenkintown	York Rd.	85	170	Dwelling & Lot	Frame	Rented, two-track right of way through this property
202-4	915 Springfield Ave., Darby	Springfield Ave.	81.20	Varies	Freight Station		Rented, two-track right of way through this property
201-1	Chester Ave. & Parker Ave., Collingdale	Parker Ave.	549	"	Dwelling & Lot		Rented
202-1	No. 3 Chester Ave., Darby	Chester Ave.	140	"	Dwelling & Lot		"
205-5	Parker Ave., Amosland Rd., Maple Ave.	Parker Ave.	530	182.5	Dwelling & Lots		
204-4	507 Manchester Ave., nr. Media	Manchester Ave.	96.5	100	Dwelling & Lots		

(This statement compiled from information as of June 30, 1910, furnished by the Company.)





SURFACE CARS

# CARS

## GENERAL DESIGN OF PRINCIPAL TYPES OF PHILADELPHIA SURFACE CARS

1. GENERAL DESCRIPTION		E-44	E-41	E-43	E-42	C-6	B-1	P-1	R-4
(A)		(A)	(A) (B)	(A)		(C)	(D)		
(a) Type and Make.....	28' Pay-Within	28' Pay-Within	28' Pay-Within	28' Single End	28' Box-Brill	24' Maximum	20' Single Truck	10 Bench Single	12 Bench Max.
(b) Number Owned.....	Closed Brill	Semi-Convertible Brill	Pay-Within	Pay-Within		Traction-Closed	Box-St. Louis	Truck Open-St. Louis.	Traction-Open
(c) Percentage of Total Cars Owned.....	263	118	181	65	205	255	419	160	Aisle-Brill
2. DIMENSIONS									
(a) Length over Corner	28' 1"	28' 1"	28' 1"	28' 1"	28' 1"	24' 8"	20' 1"	21' 6"	25' 7"
(b) Length over Bumpers	38' 10"	38' 7"	38' 10"	38' 7"	38' 7"	34' 0"	29' 0"	31' 0"	34' 2"
(c) Width—Maximum	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	7' 8½"	7' 9"	8' 4"	8' 7"
3. WEIGHT (Completely Equipped)									
(a) Empty Car (lbs.).....	44,250	41,700	42,450	41,700	26,140	16,950	16,530	25,380	
(b) Empty Car per Seat (lbs.)	1,164	1,097	1,116	1,042	817	652	331	529	
4. ELECTRIC MOTOR EQUIPMENT		(E)	(G)	(F)	(J)	(H)	(D)	(K)	(L)
(a) Make and Designation	G. E. 80A	G. E. 80A	G. E. 80A	G. E. 80A	Lorain 27	G. E. 800	G. E. 800	W. H. 56	
(b) Number per Car.....	4	4	4	4	2	2	2	2	
(c) Total Rated Horse Power.....	160	160	160	160	80	50	50	100	
(d) Gear Ratio.....	4.06	4.06	4.06	4.06	3.94	4.78	4.78	3.55	
(e) Controllers—Type.....	G. E. K. 12	G. E. K. 28B	G. E. K. 12	G. E. K. 12	G. E. K. 11	G. E. K. 10	G. E. K.	G. E. K. 11	
5. TRUCKS		(E)	(G)	(F)		(H)	(D)	(K)	
(a) Make and Type.....	Brill-Double	Curtis-Double	Brill-Double	Brill-Double	Brill-Maximum Traction-Side Bearing	Peckham-Single	Peckham-Single	Brill-Maximum Traction-Side Bearing	
(b) Maker's Designation.....	No. 27-G	D 2	No. 27G	No. 27G	No. 22	No. 6	No. 6	No. 22	
(c) Wheel Base.....	4' 0"	4' 4"	4' 0"	4' 0"	4' 0"	7' 0"	7' 0"	4' 0"	
(d) Truck Centres.....	16' 0"	16' 0"	16' 0"	16' 0"	14' 0"	30" & 31"	30" & 31"	14' 0"	
(e) Wheels—Diameter.....	31"	31"	31"	31"	33" & 22"	30" & 31"	30" & 31"	33" & 22"	
(f) —Material.....	Rolled Steel	Rolled Steel	Rolled Steel	Rolled Steel	Rolled Steel	Rolled Steel	Rolled Steel	Rolled Steel	
6. AIR BRAKES									
(a) Maker of Compressor.....	Christensen	Christensen	Christensen	Christensen	Christensen	.....	.....	Christensen	
(b) Maker's Designation.....	AA1	AA1	AA1	AA1	AA1	AA1	AA1	AA1	

(A) All of the Pay-Within cars were rebuilt in Company's shops from double-truck closed and semi-convertible cars.  
 (B) On June 30, 1910, the Company owned 138 additional semi-convertible cross-seat cars converted by January 1, 1911, to E-41 Type (Pay-Within).  
 (C) These cars were reconstructed by Company lengthening out single-truck cable and electric cars.  
 (D) 5 cars differ slightly in details of body and 6 as to motors and trucks.  
 (E) Part of these cars are not equipped as described.  
 (F) 1 car differs as to trucks and 46 as to motors.  
 (G) Part of these cars are not equipped as described.  
 (H) 49 cars differ as to trucks and 112 as to motors.  
 (I) 3 cars differ as to motors.  
 (J) 4 cars differ as to trucks and motors.  
 (K) 15 cars differ as to motors.  
 (L)

(This statement compiled from information as of June 30, 1910, furnished by the Company.)



# CARS

## DETAILS OF PHILADELPHIA SURFACE CAR DESIGN AFFECTING TRAVELLING PUBLIC

	E-44	E-41	E-43	E-42
	28' Closed Pay-Within-Brill	28' Semi-Convertible Pay-Within-Brill	28' Closed Single End Pay-Within-Brill	28' Closed-Brill
1. SIGNS				
(a) Line .....	Wood, on Sides of Lower Deck	See E-44	See E-44	See E-44
(b) Destination .....	End Glass on Hood, Front and Rear Illuminated from Car	See E-44	See E-44	See E-44
2. STEPS				
(a) Height (from head of rail) .....	15½" + 13½" + 9" Total 38" 12½"	16" + 13½" + 9¾" Total 39¼" 12"	16" + 13½" + 9" Total 38½" 12½"	17¾" + 13" + 8" Total 38¾" 10"
(b) Width .....	Wood, Folding	See E-44	See E-44	Wood
(c) Tread .....				
3. DOORS				
(a) Platform .....	Sliding	See E-44	See E-44	Pantograph Gates
(b) Width Opening—Front .....	2' 10½"	2' 9"	2' 10"	3' 2½"
(c) " " —Rear .....	2' 10½"	2' 9"	2' 10"	3' 2½"
(d) Operating Method .....	Air—Front by Motor-man—Rear by Conductor	See E-44	See E-44	Fixed Open or Closed
(e) Bulkhead .....	None	None	None	Double Sliding
(f) Width Opening .....	Front Exit, Rear Entrance, 2' 4½"	Front Exit, Rear Entrance 2' 2"	Front Exit 2' 9¼" — Rear Entrance 2' 4"	2' 11¼"
(g) Grab Handles—Front .....	On Body Corner Post On Vestibule Corner Post	On Body Corner Post On Vestibule Corner Post	On Body Corner Post On Vestibule Corner Post	On Body Corner Post Stanchion Corner Dash
(h) " " —Rear.....	Same as Front	Same as Front	Same as Front	Same as Front
4. PLATFORM				
(a) Length (bulkhead to dash) .....	4' 2"	4' 0½"	4' 1¼"	4' 0"
(b) Width .....	6' 9"	6' 8"	6' 8"	6' 3"
5. FARES				
(a) Collection .....	Pay-Within; No Cash Box	See E-44	See E-44	Conductor in Car
(b) Registration .....	Hand Register Cord	See E-44	See E-44	See E-44
6. SEATS				
(a) Kind and Number .....	Longitudinal 2 Large 4 Small	Longitudinal 2 Large 4 Small	Longitudinal 2 Large 2 Small	12 Cross 4 Longitudinal
(b) Seating Capacity (@ 17" to 18" per seat) .....	38 18½"	38 19½"	38 18"	40 18½"
(c) Seat Height .....	20' 10"	3' 3"	3' 2½"	2' 9"
(d) " Length .....	17" 1½"	13½" 1½"	13½" 1¾"	16½" 1¾"
(e) " Width .....	17"	17"	17"	16½"
(f) " Slope .....	1½"	1¾"	1¾"	1¾"
(g) " Material .....	Spring rattan	See E-44	See E-44	See E-44

## DETAILS OF PHILADELPHIA SURFACE CAR DESIGN (Continued)

	E-44	E-41	E-43	E-42
	28' Closed Pay-Within-Brill	28' Semi-Convertible Pay-Within-Brill	28' Closed Single End Pay-Within-Brill	28' Closed Brill
6. SEATS (continued)				
(h) Back Height	12"	10"	12"	10 1/2"
(i) " Slope	3 1/2"	none	3 1/2"	none
(j) " Material	Rattan Backed with Wood	See E-44	See E-44	See E-44
(k) Foot Rests	.....	.....	.....	.....
(l) Centers—Cross Seats	.....	.....	.....	.....
7. STANDING ROOM				
(a) Width Between Longitudinal Seats	4' 2"	4' 0"	4' 2"	4' 1"
(b) Width Aisle	.....	.....	.....	21 1/2"
(c) Area Each Platform (sq. ft.)	28	27	27	25
(d) Area Body (sq. ft.)	117	112	117	68
(e) " Total Available (sq. ft.)	173	166	171	118
(f) Capacity—Passengers (@ 4 sq. ft.)	38 (A)	38 (A)	38 (A)	29
(g) Steadying Methods	36 Leather Straps 5' 7" High 4 Stanchions at Bulkheads 2 Conductor's Stands	32 Leather Straps 5' 7" High 4 Stanchions at Bulkheads 2 Conductor's Stands	39 Leather Straps 5' 6 1/2" High 2 Stanchions and Conductor's Stand at Rear Horizontal Grab Handles Front Platform on Bulkhead and on Sides	30 Leather Straps 5' 5" High
8. WINDOW OPENINGS				
(a) Area Front (sq. ft.)	16.2	15.3	15.6	6.1
(b) " One Side (sq. ft.)	27.3	53.8	34.1	Fixed
(c) " Monitors—One Side (sq. ft.)	20.7	11.9	20.1	15.6
(d) Ratio Openings to Total Area—Front	24.9%	23.5%	22.8%	9.4%
(e) Ratio Openings to Total Area—Side	20.8%	28.4%	22.8%	6.8%
(f) Ratio Openings to Total Area—Total	21.7%	27.4%	22.8%	7.3%
(g) Side Window Guards	Double Bar Outside	See E-44	See E-44	Double Bar Inside
9. HEATING				
(a) Number, Kind, Capacity	6-Consolidated-Single Coil-6 amperes	See E-44	See E-44	See E-44
(b) Volume Air to Be Heated (cu. ft.)	2,008 (including 2 Vestibules)	1,994 (including 2 Vestibules)	2,118 (including 2 Vestibules)	1,560
(c) Cubic Feet per Ampere	335	332	353	260
10. LIGHTING				
(a) Number	8 Inside 1 Each Platform 3-2-3 in car ceiling Carbon Filament	8 Inside 1 Each Platform 2-2-2-2 in car ceiling See E-44	See E-44 See E-44 See E-44 See E-44	9 Inside 1 Rear Platform 3-3-3 in car ceiling See E-44
(b) Arrangement Inside Car	.....	.....	.....	.....
(c) Lamps, Kind	.....	.....	.....	.....
(d) Volume Lighted Inside Car (cu. ft.)	1,569	1,571	1,530	1,560
(e) Cubic feet per Candle Power (16 c. p. lamps)	12.2	12.3	12.0	10.8

# CARS

## DETAILS OF PHILADELPHIA SURFACE CAR DESIGN (Continued)

	E-44 28' Closed Pay-Within-Brill	E-41 28' Semi-Convertible Pay-Within-Brill	E-43 28' Closed Single End Pay-Within-Brill	E-42 28' Closed Brill
11. ADVERTISEMENTS				
(a) Inside .....	Advertising Co.—Side Cove Space	See E-44	See E-44	See E-44
(b) Outside .....	Ry. Co.—End Space Ry. Co. Line Attrac- tions on Dash	See E-44	See E-44	See E-44
12. CONDUCTOR'S SIGNALS				
(a) From Passengers .....	None.	None	None	None
(b) To Motorman .....	Hand Bell-cord in Middle	See E-44	See E-44	See E-44
13. BRAKING				
(a) Brakes—Kind .....	Air and Hand—Ver- tical Wheel	See E-44	See E-44	Air and Hand-Hori- zontal Handle
(b) Sand .....	Pipe—Motorman's Bucket and Scoop	See E-44	See E-44	See E-44
14. FENDERS				
(a) Type and Make .....	Co.'s Rope and Pipe Extension	See E-44	See E-44	See E-44
(b) Projection from Bumper .....	2' 9"	See E-44	See E-44	See E-44
15. WHEEL GUARDS				
(a) Type.	Wood Plank 6' 4"×9"×2"	Wood Plank 6' 9"×7½"×2"	Wood Plank 6' 4"×7"×2"	Wood Plank 6' 4"×7½"×2"
16. DRAW BARS				
(a) Type. ....	Plain, Spring, Non- telescoping	See E-44	See E-44	See E-44
(b) Projection .....	Head 7"—Link 11"	Head 7"—Link 11½"	Head 6½"— Link 10¾"	Head 7½"— Link 11½"
17. BUMPER GUARDS				
	Dash Shields	See E-44	See E-44	None

(A) Allows deduction for pay-within rear platform.

(This statement compiled from information secured as of June 30, 1910.)



# CARS

## DETAILS OF PHILADELPHIA SURFACE CAR DESIGN (Continued)

		C-6	B-1	P-1	R-4
		24' Maximum Traction Closed-Iaede	20' Single Truck Closed-St. Louis	10 Bench Single Truck Open-St. Louis	12 Bench Maximum Traction Aisle-Open-St. Louis
1. SIGNS	(a) Line .....	See E-44	No Side Sign	No Side Sign	See E-44
	(b) Destination .....	See E-44	Removable Wood in Brackets under Hood —Not Illuminated	Removable Wood in Brackets under Hood—Not Illuminated	See E-44
2. STEPS	(a) Height (from head of rail) .....	153/4" + 131/2" + 51/4" Total 341/2" 101 1/2" Wood	11" + 113/4" + 51/2" Total 281/4" 101/4" Rubber Mat	171/2" + 15" Total 321/2" 73/4" Wood Running Board	201/2" + 151/4" Total 353/4" 71/2" Wood Running Board
3. DOORS	(a) Platform .....	Pantograph Gates	Pantograph Gates	None	None
	(b) Width Opening—Front .....	3' 01/2"	3' 1"	183/4" and 191/4" bet. Seats	161/2" and 19" bet. Seats
	(c) " " —Rear .....	3' 01/2"	3' 1"	Chains on Left Side	Chains on Left Side
	(d) Operating Method .....	Fixed Open or Closed	Fixed Open or Closed		
	(e) Bulkhead .....	Double Sliding	Double Sliding		
	(f) Width Opening .....	2' 9"	2' 81/2"		
	(g) Grab Handles—Front .....	On Body Corner Post, Horizontal Handle on Bulkhead and Corner Stanchion	On Body Corner Post and Corner Stanchion	8 on Side Posts	10 on Side Posts
4. PLATFORM	(h) " " —Rear .....	Same as Front	Same as Front	Side Handles on Seats	Side Handles on Seats
	(a) Length (bulkhead to dash) .....	4' 0"	3' 11"	4' 4"	3' 91/2"
	(b) Width .....	5' 1"	5' 5"	6' 61/2"	7' 1"
5. FARES	(a) Collection .....	See E-44	Conductor in Car	Conductor from Running Board	Conductor in Car
	(b) Registration .....	See E-44	See E-44	See E-44	See E-44
6. SEATS	(a) Kind and Number .....	2—Longitudinal	2—Longitudinal	10 Cross	24 Cross
	(b) Seating Capacity (@ 17" to 18" per Seat) .....	32	26	50	48
	(c) Seat Height .....	19"	183/4"	171/2"	181/4"
	(d) " Length .....	23' 11"	19' 3"	7' 0"	3' 0"
	(e) " Width .....	161/2"	171/2"	14"	14"
	(f) " Slope .....	1"	1"	None-Hollowed	None
	(g) " Material .....	See E-44	See E-44	Wooden Slats	Wooden Slats

CARS

DETAILS OF PHILADELPHIA SURFACE CAR DESIGN (Continued)

		C-6	B-1	P-1	R-4
		24' Maximum Traction Closed-Lade	20' Single Truck Closed-St. Louis	10 Bench Single Truck Open St. Louis	12 Bench Maximum Traction-Aisle-Open- St. Louis
6. SEATS (Continued)	(h) Back Height .....	12 $\frac{1}{4}$ "	16"	16"	15 $\frac{1}{2}$ "
	(i) " Slope .....	2"	3"	3 $\frac{1}{2}$ "	23 $\frac{1}{4}$ "
	(j) " Material .....	Spring Rattan	Spring Rattan	Wooden Spindles	Wooden Slats
	(k) Foot Rests .....	.....	.....	None	Under Seats
	(l) Centers—Cross Seats .....	.....	.....	33"	30 $\frac{3}{4}$ "
7. STANDING ROOM					
(a) Width Between Longitudinal Seats.....		3' 2 $\frac{1}{2}$ "	3' 0 $\frac{1}{2}$ "	.....	.....
(b) Width Aisle .....		.....	.....	.....	17"
(c) Area Each Platform (sq. ft.) .....		20	21	23	21
(d) " Body (sq. ft.) .....		75	60	None	36
(e) " Total Available (sq. ft.) .....		115	102	46	78
(f) Capacity—Passengers (@ 4 sq. ft.) .....		29	26	11	20
(g) Steadying Methods .....		28 Leather Straps 5' 5" High	17 Leather Straps 5' 5 $\frac{1}{2}$ " High	None except Seat Backs and Grab Handles	None except Seat Backs and Grab Handles
8. WINDOW OPENINGS					
(a) Area Front (sq. ft.) .....		4.8	5.1	.....	.....
(b) " One Side (sq. ft.) .....		Fixed	Fixed	.....	.....
(c) " Monitors—One Side (sq. ft.) .....		15.5	8.2	.....	.....
(d) Ratio Openings to Total Area—Front .....		8.2%	8.4%	.....	.....
(e) Ratio Openings to Total Area—Side .....		8.1%	5.0%	.....	.....
(f) Ratio Openings to Total Area—Total .....		8.1%	5.9%	.....	.....
(g) Side Window Guards .....		Double Bar Inside	None	.....	.....
9. HEATING					
(a) Number, Kind, Capacity .....		4—Consolidated—2 Coil—8 Ampere	4—Consolidated—2 Coil—8 Ampere	.....	.....
(b) Volume Air to be Heated (cu. ft.) .....		1,232	1,045	.....	.....
(c) Cubic Feet per Ampere .....		154	131	.....	.....
10. LIGHTING					
(a) Number .....		{ 8 Inside 1 Each Platform	8 Inside 1 Each Platform	9 Inside 1 Rear Platform	8 Inside 1 Each Platform
(b) Arrangement Inside Car .....		3-2-3 in Car Ceiling	3-2-3 in Car Ceiling	3-2-3 in Car Ceiling	3-2-3 in Car Ceiling
(c) Lamps, Kind .....		See E-44	See E-44	See E-44	See E-44
(d) Volume Lighted Inside Car (cu. ft.) .....		1,078	915	1,113	1,461
(e) Cubic Feet per Candle Power (16 c.p. lamps) .....		8.4	7.1	7.7	11.4

## CARS

### DETAILS OF PHILADELPHIA SURFACE CAR DESIGN (Concluded)

		C-6 24' Maximum Traction Closed-Track	B-1 20' Single Truck Closed-St. Louis	P-1 10' Bench Single Truck Open-St. Louis	R-4 12' Bench Maximum Traction-Aisle-Open- St. Louis
11. ADVERTISEMENTS					
(a) Inside .....	See E-44				
(b) Outside .....	See E-44				
12. CONDUCTOR'S SIGNALS					
(a) From Passengers .....	None				
(b) To Motorman .....	Hand Bell Cord on Side	None	Hand Bell Cord on Side	None	None
13. BRAKING					
(a) Brakes—Kind .....	Air and Hand— Horizontal Handle		Hand—Horizontal Handle	Hand—Horizontal Handle	Air and Hand— Horizontal Wheel
(b) Sand .....	See E-44		No Equipment	No Equipment	See E-44
14. FENDERS					
(a) Type and Make .....	See E-44		See E-44	See E-44	See E-44
(b) Projection from Bumper .....	See E-44		See E-44	See E-44	See E-44
15. WHEEL GUARDS					
(a) Type .....	Wood Plank 6' 9" × 8½" × 2"	Wood Plank 6' 0" × 8" × 2"	Wood Plank 5' 11" × 8½" × 2"	Wood Plank 6' 10" × 7½" × 2"	
16. DRAW BARS					
(a) Type .....	Plain, Solid, Non- telescoping	Plain, Solid, Non- telescoping	Plain, Solid, Non- telescoping	Plain, Solid, Non- telescoping	Plain, Solid, Non- telescoping
(b) Projection .....	Head 6½"—Link 10"	Head 11½"—Link 15½"	Head 12"—Link 16"	Head 6½"—Link 10½"	
17. BUMPER GUARDS	None	None	None	None	None

(This statement compiled from information secured as of June 30, 1910.)



CARS

COMPARISON OF GENERAL DESIGN OF STANDARD SURFACE CARS

	METROPOLITAN ST. RY. Co.		THIRD AVE. R. R. Co.		BROOKLYN RAPID TRANSIT Co.		BOSTON ELEVATED RAILWAY Co.	
	NEW YORK		NEW YORK					
1. GENERAL DESCRIPTION								
(a) Type and Make	Closed—Prepayment Brill and Jewett		Convertible P. A. Y. E. Brill		Semi-Convertible—Brill		Semi-Convertible—St. Louis	
(b) Number Owned	125		100 (A)		100 (A)		102	
(c) Percentage of Total Cars Owned	6.4%		7.9%		3.9%		3.7%	
(d) Date of Adoption as Standard	1908		1910		1907		1908	
2. DIMENSIONS								
(a) Length over Corner Posts	32' 0"		30' 1"		28' 0"		33' 3"	
(b) Length over Bumpers	46' 11"		43' 0"		38' 3 <sup>3</sup> / <sub>4</sub> "		46' 0"	
(c) Width—Maximum	8' 3"		8' 3 <sup>1</sup> / <sub>2</sub> "		8' 0 <sup>1</sup> / <sub>2</sub> "		8' 6"	
3. WEIGHT (Completely Equipped).								
(a) Empty Car (lbs.)	38,000		38,000 winter 37,300 summer		35,200		56,650	
(b) Empty Car per seat (lbs.)	905		864 winter 848 summer		1,035		1,089	
4. ELECTRIC MOTOR EQUIPMENT								
(a) Make and Designation	Westinghouse No. 310		50—G. E. No. 210 50—Westinghouse No. 310		Westinghouse No. 93-A2		G. E. 202	
(b) Number per Car	2		2		2		4	
(c) Total Rated Horse Power	130		130		100		200	
(d) Gear Ratio	4.60		G. E. No. 210—4.31 West. No. 310—4.60		4.12		4.73	
(e) Controllers—Type	K-27		K-27		K-28		Multiple-Unit G. E. 26-C	
5. TRUCKS								
(a) Make and Type	Brill and Standard Maximum Traction Wheels to Center.		Brill Maximum Traction Driving Wheels to Center		Standard Maximum Traction Pony Wheels to Center		Standard—Double	
(b) Maker's Designation								
(c) Wheel Base	No. 39 E Center Bearing 4' 6"		No. 39 E Center Bearing 4' 6"		No. 0-45 Center Bearing 4' 4"		I-50 6' 4"	
(d) Truck Centers	24' 0"		21' 5"		15' 1 <sup>3</sup> / <sub>4</sub> "		22' 11"	
(e) Wheels—Diameter	33" & 21"		33" & 21"		34" & 31"		33"	
(f) Wheels—Material	Driving—Rolled Steel Pony—Cast Iron		Driving—Rolled Steel Pony—Cast Iron		Driving—Rolled Steel Pony—Forged Steel		Steel Tired	
6. AIR BRAKES								
(a) Maker of Compressor	Westinghouse		National Brake & Electric		None		Westinghouse	
(b) Maker's Designation	D1-E-G		A-4				D-2	

(A) Excludes a number of cars owned of practically same type, but differing in some details of design.

(This statement compiled from information as of November 1, 1910, furnished by the Companies.)

# CARS

## COMPARISON OF GENERAL DESIGN OF STANDARD SURFACE CARS (Concluded)

1. GENERAL DESCRIPTION			
		CHICAGO CITY RAILWAY COMPANY	CHICAGO RAILWAYS COMPANY
			PHILADELPHIA RAPID TRANSIT COMPANY (C)
(a) Type and Make	Semi-Convertible P. A. Y. E. —Brill	Semi-Convertible P. A. Y. E. —Pullman	Closed Pay-Within—Brill
(b) Number Owned	50 (A)	350 (A)	263
(c) Percentage of Total Cars Owned	4.7%	16.4%	8.0%
(d) Date of Adoption as Standard	1909	1910	1908
2. DIMENSIONS			
(a) Length over Corner Posts	32' 0"	31' 6"	28' 1"
(b) Length over Bumpers	46' 0"	46' 0"	38' 10"
(c) Width—Maximum	8' 6"	8' 6"	8' 6"
3. WEIGHT (Completely Equipped)			
(a) Empty Car (lbs.)	53,000	50,500	44,250
(b) Empty Car per Seat (lbs.)	1,325	1,263	1,164
4. ELECTRIC MOTOR EQUIPMENT			
(a) Make and Designation	G. E. 80	Westinghouse 319 B	G. E. 80 A (B)
(b) Number per Car	4	4	4
(c) Total Rated Horse Power	160	160	160
(d) Gear Ratio	4.06	4.06	4.06
(e) Controllers—Type	K-28-E	K-35-G	K-12
5. TRUCKS			
(a) Make and Type	Brill—Double	Pullman-Baldwin—Double	Brill—Double (B)
(b) Maker's Designation	27' F-E-2	No. 150	27-G
(c) Wheel Base	4' 6"	4' 6"	4' 0"
(d) Truck Centers	20' 5"	19' 11"	16' 0"
(e) Wheels—Diameter	34"	34"	31"
(f) Wheels—Material	Schoen Rolled Steel	Schoen Rolled Steel	Rollad Steel
6. AIR BRAKES			
(a) Maker of Compressor	Allis-Chalmers	National Brake & Electric	Christensen
(b) Maker's Designation	AA-6	A-4	AA-1
(A) Excludes a number of cars owned of practically same type, but differing in some details of design.			
(B) Part of these cars are not equipped as described			
(C) As of June 30, 1910.			

(This statement compiled from information as of November 1, 1910, furnished by the Companies).

COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN

AFFECTING TRAVELLING PUBLIC

		METROPOLITAN ST. RY. Co., NEW YORK 32' Closed Prepayment Car	THIRD AVE. R. R. Co., NEW YORK 30' Convertible P. A. Y. E. Car	BROOKLYN RAPID TRANSIT Co., 28' Semi-Convertible Car	BOSTON ELEVATED RAILWAY Co., 33' Semi-Convertible Car
1. SIGNS					
(a)	Line .....	End Transom and Side Deck—Hunter, Illuminated From Car	Same as Metropolitan	Pyralin Transparent End Transom and Side Deck, Illuminated From Car	Route and Intermediate Points—Wood on Front and Rear Hood—Wood on Sides Lower Deck, Not Illuminated
(b)	Destination .....	Front and Rear Middle Vestibule Under Hood, Lamp in Sign Box—Hunter	Same as Metropolitan	Wood Block Under Hood in Right Vestibule Corner With Lamp—Also Rear Left	Destination—Removable Steel Plate—Front and Rear, Middle Vestibule Under Hood, Each Illuminated by 2, 8-C. P. Lamps, Metal Disc Division Number on Lower Deck, Front and Rear
2. STEPS					
(a)	Height (From Head of Rail) .....	15" + 13" + 9½", total 37½"	15½" + 13" + 9½", Total 37¾"	14½" + 13¼" + 9½", Total 37"	3 Steps to Platform, Which is Level With Car Floor, 15½" + 12" + 11½", Total 39"
(b)	Width .....	10"	10½"	10¾"	8¾" and 8½"
(c)	Tread .....	"Universal Safety"	"Mason" and "Universal Safety"—Step Folds by Lever Closing Door	"Universal Safety"	Folding-Iron Grill—Cement Filling on 2nd Step
3. DOORS					
(a)	Platform .....	Right-hand Front Sliding, Rear Folding	Right-hand Front Sliding, Rear Folding	Right-hand Front Folding Gate, Rear Pantograph Gate	Front and Rear, Sliding
(b)	Width Opening—Front ..	Exit 2' 0½"	Exit 2' 1"	2' 7"	20" & 21" Each Side Stanchion
(c)	" " —Rear ..	Entrance 3' 0" Exit 2' 0½"	Entrance 2' 1" Exit 2½"	2' 7"	Entrance 20" Exit 21"
(d)	Operating Method .....	Front, Opened by Hand, Latch Handle, Closed Mechanically by Motorman; Rear, Fixed Open	Front, Operated Mechanically and Locked Shut by Motorman; Rear, Fixed Open	Front, Hand Operated by Motorman, Spring Latch; Rear, Fixed Open	Front and Rear, Air Operated by Motorman
(e)	Bulkhead .....	Double Sliding	Double Sliding	Rear, Right-hand; Front, Left-hand; Semi-accelerator, Single Sliding	None
(f)	Width Opening .....	Two Openings, Each 23"	Two Openings, Each 23½"	2' 1"	4' 2"
(g)	Grab Handles—Front ..	On Vestibule Corner Post	On Vestibule Corner Post	On Body and Vestibule Corner Posts Vertical, on Bulkhead, Horizontal	On Vestibule Corner Post and Bulkhead Pipe Stanchion Platform to Hood Divides Exit and Entrance
(h)	" " —Rear ....	On Body Corner Post and Horizontal Handles on Bulkhead. Pipe Stanchion, Platform to Hood Divides Exit and Entrance	On Body Corner Post. Pipe Stanchion, Platform to Hood Divides Exit and Entrance	Same as Front	Same as Front
4. PLATFORM					
(a)	Length (Bulkhead to Dash) .....	6' 10"	5' 10"	4' 2"	5' 6"
(b)	Width .....	6' 1"	6' 3½"	5' 7"	5' 7"

## CARS

## COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN (Continued)

	METROPOLITAN ST. RY. CO., NEW YORK 32' Closed Prepayment Car	THIRD AVE. R. R. CO., NEW YORK 30' Convertible P. A. Y. E. Car	BROOKLYN RAPID TRANSIT CO., 28' Semi-Convertible Car	BOSTON ELEVATED RAILWAY CO., 33' Semi-Convertible Car
--	--	--	---	--

## 5. FARES

- (a) Collection .....
- (b) Registration .....

Conductor on Rear Platform  
—Pre-payment — Movable  
Cash Box  
Hand Strap and Foot Lever

Conductor on Rear Platform  
—P. A. Y. E.—Movable  
Cash Box  
Register on Brill Fare Box

By Conductor in Car  
  
Hand Register Cord

## 6. SEATS

- (a) Kind and Number .....
- (b) Seating Capacity ( $@$  17" to 18" per Seat) .....
- (c) Seat Height .....
- (d) " Length .....
- (e) " Width .....
- (f) " Slope .....
- (g) " Material .....
- (h) Back Height .....
- (i) " Slope .....
- (j) " Material .....
- (k) Foot Rests .....
- (l) Centers—Cross Seats .....

2 Large Longitudinal  
42 (A)  
18"  
25' 5" 2' 10"  
16 1/2" 16 1/2" (Recessed 2")  
1 1/4" 1 1/4"  
Rattan on Felt and Concave  
Shaped Wood Board  
14" 14"  
1 1/2" 1 1/2"  
Same as Seats

20 Cross 44 (B)  
18"  
2' 7 1/2" 2' 21 1/2"  
16 1/2" 15 3/4"  
1 1/2" 1 1/2"  
Spring Rattan  
19" 14"  
3" None  
Same as Seats  
1 Under Each Cross Seat  
28 1/2" .....

Longitudinal—1 Each Side  
36  
17" 17"  
25' 6" 25' 6"  
16 1/2" 16 1/2"  
3 1/2" 3 1/2"  
Spring Rattan  
14" 14"  
1 1/4" 1 1/4"  
Same as Seats  
.....

18 Cross 52  
17" 18"  
2' 7" 5' 21 1/2"  
15 3/4" 16 3/4"  
1 5/8" 1 3/4"  
Wooden Slats  
18 1/2" 13"  
3" None  
Wooden Slats  
1 Under Each Cross Seat  
30"

## 7. STANDING ROOM

- (a) Width Between Longitudinal Seats .....
- (b) Width Aisle .....
- (c) Area Each Platform (sq. ft.) .....
- (d) Area Body (sq. ft.) .....
- (e) " Total Available (sq. ft.) .....
- (f) Capacity—Passengers ( $@$  4 sq. ft.) .....
- (g) Steadying Methods .....

4' 0 1/2" .....

42 42  
127 127  
169 (C)

32 Leather Straps, 5' 7 1/2" High, Pipe Stanchion, Front and Rear Platform; Conductor's Rail on Rear Platform

4' 11" 4' 6 1/2"  
22 1/2" .....

37 33  
68 99  
105 (C) 145

26 36  
8 Leather Straps Over Long, Seats, 5' 8 1/2" High Grab Handle on Each Cross Seat Back

34 Leather Straps, 5' 6 1/2" High

## 8. WINDOW OPENINGS

- (a) Area Front (sq. ft.) .....
- (b) " One Side (sq. ft.) .....
- (c) " Monitors—One Side (sq. ft.) .....
- (d) Ratio Openings to Total Area—Front .....
- (e) Ratio Openings to Total Area—Side .....
- (f) Ratio Openings to Total Area—Total .....
- (g) Side Window Guards.....

7.6 7.3  
59.2 18.6 Winter  
107.2 Summer

7.3

11.0%

25.4%

22.2%

None

6.3  
0.0 Winter  
82.6 Summer

10.0

9.8%

4.4% Winter  
47.3% Summer  
10.9% Winter  
39.5% Summer  
Iron Screens 2' 6" Wide, Replacing Sash in Summer

8.7  
71.2 (D)

9.7 (D)

13.5%

28.5%

25.7%

Iron Screen 12 1/2" Wide



CARS

COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN (Continued)

	METROPOLITAN ST. RY. CO., NEW YORK 32' Closed Prepayment Car	THIRD AVE. R. R. Co., NEW YORK 30' Convertible P. A. Y. E. Car	BROOKLYN RAPID TRANSIT Co., 28' Semi-Convertible Car	BOSTON ELEVATED RAILWAY Co., 33' Semi-Convertible Car
9. HEATING				
(a) Number, Kind, Capacity.	16 "Consolidated," 2 Coil— 12 Amperes	16 "Consolidated," 2 Coil— 11.5 Amperes	6 "Consolidated," 2 Coil—12 Amperes	22 in car "Consolidated," 11 Amperes
(b) Volume Air to be Heated (cu. ft.)	1,756	1,711	1,509	2,368 (Including 2 Vesti- bules)
(c) Cubic Feet per Ampere..	146	149	126	215
10. LIGHTING				
(a) Number	16 Inside, 2 Each Platform, Shades	15 Inside, 1 Each Platform, Roller Shade	16 Inside, 1 Each Platform	16 Inside, 2 Each Platform, All Lighted
(b) Arrangement Inside Car.	6 Single - Monitor Ceiling, 5 Single, Each Side, Lower Deck	5 Single-Monitor Ceiling, 5 Single Each Side, Lower Deck	6 Single-Monitor Ceiling, 5 Single, Each Side, on Rail	8 Single Each Side on Rail, Base of Monitor
(c) Lamp, Kind	Carbon Filament	Carbon Filament	Carbon Filament	Carbon Filament
(d) Volume Lighted Inside Car (cu. ft.)	1,756	1,711	1,509	1,857
(e) Cubic Feet per Candle- Power (16 c. p. lamps)	6.9	7.1	5.9	7.3
11. ADVERTISEMENTS				
(a) Inside	Advertising Co.—Side Cove Space Ry. Co.—Small Frame in Vestibule and Sides of Car	Advertising Co.—Side Cove Space Ry. Co.—Ends and Sides Above Cove	Advertising Co.—Side Cove and One End Above Panel Window Ry. Co.—Side Posts	Advertising Co.—Side Cove Ry. Co.—Frames Suspended From Monitor—Framed in Lower Deck—Small Metal Tacked in Vestibule
(b) Outside	Line Attractions on Dash	Line Attractions on Dash	Line Attractions on Dash	Line Attractions on Dash
12. CONDUCTOR'S SIGNALS				
(a) From Passengers	Electric Bell, Push Button Each Side Post	Electric Buzzer, Push But- ton Each Side Post	None	Electric Bell, Push Button Each Side Post
(b) To Motorman	Hand Bell Cord in Middle	Hand Bell Cord in Middle	Hand Bell Cord on Side	Metal Rod in Middle, Short Hand Cords—Rings Bell Each Platform Same Time
13. BRAKING				
(a) Brakes, Kind	Air and Hand "Peacock," Horizontal Brake Handle, Mechanical Box, Motorman's Foot Pin	Air and Hand "Peacock," Horizontal Brake Handle, Mechanical Box, Motorman's Foot Pin	Hand "Hodge" Lever, Hori- zontal Brake Handle Mechanical Box, Motorman's Hand Lever	Air and Hand, Vertical Brake Wheel Mechanical Box, Motorman's Foot Pin
(b) Sand				
14. FENDERS				
(a) Type and Make	No Projecting Fender	No Projecting Fender	"Empire" Pipe Frame, Lat- tice of Strap Iron, Not Automatic and Not Used in Congested District	Pipe Frame, Lattice of Strap Iron—Libbey
(b) Projection from Bumper.			2' 8"	3' 0" 5" to 8" Above Rail

## CARS

### COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN (Continued)

	METROPOLITAN ST. RY. CO., NEW YORK 32' Closed Prepayment Car	THIRD AVE. R. R. Co., NEW YORK 30' Convertible P. A. Y. E. Car	BROOKLYN RAPID TRANSIT CO., 28' Semi-Convertible Car	BOSTON ELEVATED RAILWAY CO., 33' Semi-Convertible Car
<b>15. WHEEL GUARDS</b>				
(a) Type .....	Automatic—Mechanical Drop	Automatic—Mechanical Drop	Automatic—Mechanical Drop	Sheet Iron 6"x1/4"
(b) Maker .....	Hudson & Bowring and Partner	Hudson & Bowring	Hudson & Bowring	.....
<b>16. DRAW BARS</b>				
(a) Type .....	Removable Bar, Carried Under Side Sill	Removable Bar, Carried Under Side Sill	Removable Bar, Carried Under Side Sill	Plain—Spring in Box
(b) Projection .....	None	None	None	12"
<b>17. BUMPER GUARDS</b> .....	Dash Shields	Dash Shields	None	Dash Shields

(A) Folding platform seats on front platform seating 5, are not included.  
 (B) Folding platform seats on front platform seating 3, are not included.  
 (C) Standing not allowed on rear platform.  
 (D) Opening in side vestibule door and vestibule monitors not included.

(This statement compiled from information secured as of November 1, 1910.)

CARS

COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN

AFFECTING TRAVELLING PUBLIC

	CHICAGO CITY RAILWAY CO. 32' Semi-Convertible P. A. Y. E. Car	CHICAGO RAILWAYS CO. 31' 6" Semi-Convertible P. A. Y. E. Car	PHILADELPHIA RAPID TRANSIT CO., (D) 28' Closed Pay-Within Car
1. SIGNS			
(a) Line .....	{ Route—Destination—Front and Rear —Middle Vestibule Under Hood— Lamp in Sign Box—Hunter—Simi- lar Hunter Side Signs, Central Above Window Illuminated from Car	General Arrangement and Illumina- tion Similar to Chicago City Rail- way	Wood, on Sides of Lower Deck
(b) Destination .....			End Glass on Hood Front and Rear Illuminated from Car
2. STEPS			
(a) Height (from head of rail) .....	16½" + 14½" + 11", Total 42"	18" + 14" + 11¼", Total 43¼"	15½" + 13½" + 9", Total 38"
(b) Width .....	10½"	10"	12½"
(c) Tread .....	Folding—"Universal Safety"	Folding—"Universal Safety"	Wood, Folding
3. DOORS			
(a) Platform .....	Right-hand—Front, Sliding; Rear, Folding	Right-hand—Front, Sliding; Rear, Folding	Sliding
(b) Width Opening—Front...	Exit 2' 0"	Exit 2' 3"	2' 10½"
(c) " " —Rear ...	Exit 23½"	Exit 23½"	2' 10½"
(d) Operating Method .....	Front, Mechanically by Motorman's Hand Lever—Rear, Fixed Open	Front, Mechanically by Motorman's Hand Lever—Rear, Fixed Open	Air—Front, by Motorman; Rear, by Conductor
(e) Bulkhead .....	2 Each End, Single Sliding	2 Each End, Single Sliding	None
(f) Width Opening .....	23"	23"	Front Exit, Rear Entrance 2' 4½"
(g) Grab Handles—Front ...	On Vestibule Corner Post, Inside	On Vestibule Corner Post, Inside	On Body Corner Post; on Vestibule Corner Post
(h) " " —Rear ....	On Body and Vestibule Corner Posts Pipe Stanchion Platform to Hood Divides Exit and Entrance	On Body and Vestibule Corner Posts Pipe Stanchion Platform to Hood Divides Exit and Entrance	Same as Front
4. PLATFORM			
(a) Length (bulkhead to dash) .....	6' 11½"	6' 3¾"	4' 2"
(b) Width .....	6' 8½"	6' 9"	6' 9"
5. FARES			
(a) Collection .....	Conductor on Rear Platform P. A. Y. E.	Conductor on Rear Platform P. A. Y. E.	Pay-Within; no Cash Box
(b) Registration .....	Foot Pin—Hand Cord for Emergency	Foot Lever—Hand Cord for Emer- gency	Hand Register Cord
6. SEATS			
(a) Kind and Number .....	14 Cross	14 Cross	2 Large
(b) Seating Capacity (@ 17" to 18" per seat) .....	40	40	4 Small
(c) Seat Height .....	18½"	18¾"	38 18½"
(d) " Length .....	2' 8½"	4' 3½"	20' 10"
(e) " Width .....	16"	16"	17"
(f) " Slope .....	15°	2°	1½"
(g) " Material .....	Spring Rattan	Spring Rattan	Spring Rattan

# CARS

## COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN (Continued)

	CHICAGO CITY RAILWAY Co.	CHICAGO RAILWAYS Co.	PHILADELPHIA RAPID TRANSIT Co., (D)
	32' Semi-Convertible P. A. Y. E. Car	31' 6" Semi-Convertible P. A. Y. E. Car	28' Closed Pay-Within Car
6. SEATS (Continued) .....			
(h) Back Height .....	18"	12"	11 1/2"
(i) " Slope .....	5"	None	None
(j) " Material .....	Spring Rattan	Spring Rattan	3 1/2"
(k) Foot Rests .....	None	None	Rattan Backed With Wood
(l) Centers—Cross Seats ....	31 1/2"	31"	....

## 7. STANDING ROOM

(a) Width Between Longitudinal Seats .....	4' 7 1/2"	4' 8 1/2"	4' 2"
(b) Width Aisle .....	24"	23 3/4"	....
(c) Area Each Platform (sq. ft.) .....	41	43	28
(d) Area Body (sq. ft.) ....	104	102	117
(e) " Total Available (sq. ft.) .....	145 (A)	145 (A)	173
(f) Capacity—Passengers (@ 4 sq. ft.) .....	36	36	38 (E)
(g) Steadying Methods .....	16 Leather Straps Over Longitudinal Seats—5' 11" High—Corner Grab-Handle on Each Cross Seat Back. Pipe Rails on Platforms	16 Leather Straps Over Longitudinal Seats—5' 8 1/2" High—Corner Grab-handle on Each Cross Seat Back. Pipe Rails on Platforms	36 Leather Straps 5' 7" High; 4 Stanchions at Bulkheads; 2 Conductor's Stands

## 8. WINDOW OPENINGS

	(B)	(C)	
(a) Area Front (sq. ft.) ...	19.23	16.4	16.2
(b) " One Side (sq. ft.)...	76.9	55.5	27.3
(c) " Monitors One Side (sq. ft.) .....	14.0	4.03	20.7
(d) Ratio Openings to Total Area, Front .....	27.5%	23.5%	24.9%
(e) Ratio Openings to Total Area, Side .....	34.7%	23.1%	20.8%
(f) Ratio Openings to Total Area, Total .....	33.2%	23.2%	21.7%
(g) Side Window Guards....	Iron Screen 19 1/2" Wide	Iron Screen 16" Wide	Double Bar Outside

## 9. HEATING

(a) Number, Kind, Capacity..	18 in Car—1 Each Platform, Consolidated—15 Amperes	18 in Car—1 Each Platform, Consolidated—15 Amperes	6—Consolidated—Single Coil—6 Amperes
(b) Volume Air to be Heated (cu. ft.) .....	2401 (Including 2 Vestibules)	2364 (Including 2 Vestibules)	2008 (Including 2 Vestibules)
(c) Cubic Feet per Ampere..	160	158	335



COMPARISON OF DETAILS OF STANDARD SURFACE CAR DESIGN (Concluded)

	CHICAGO CITY RAILWAY Co.	CHICAGO RAILWAYS Co.	PHILADELPHIA RAPID TRANSIT Co., (D)
	32' Semi-Convertible P. A. Y. E. Car	31' 6" Semi-Convertible P. A. Y. E. Car	28' Closed Pay-Within Car
10. LIGHTING			
(a) Number	21 Inside; 1 Each Platform; Rear Lighted	21 Inside; 1 Each Platform; Rear Lighted	8 Inside; 1 Each Platform
(b) Arrangement Inside Car.	3 Single Monitor Ceiling; 9 Each Side Lower Deck	3 Single Monitor Ceiling; 9 Each Side Lower Deck	3-2-3 in Car Ceiling
(c) Lamps, Kind	Tantalum, 37 Watts	Tantalum, 37 Watts	Carbon Filament
(d) Volume Lighted Inside Car (cu. ft.)	1,759	1,662	1,569
(e) Cubic Feet per Candle Power (16 c. p. lamps)	4.5	4.3	12.2
11. ADVERTISEMENTS			
(a) Inside	Advertising Co.—Side Cove Ry. Co.—Middle Side Cove, Front and Rear Bulkhead, 4 Corners of Monitor and Small Frame Side Post	Advertising Co.—Side Cove Ry. Co.—End Bulkhead Panels, Painted Above Bulkhead Doors	Advertising Co.—Side Cove Space Ry. Co.—End Space
(b) Outside	Line Attractions on Dash	Park Sign in Upper Glass Side Front Vestibule; Baseball on Side Hunter Sign	Ry. Co.—Line Attractions on Dash
12. CONDUCTOR'S SIGNALS			
(a) From Passengers	Electric Bell. Push-button Each Side Post	Electric Buzzer, Push Button Each Side Post	None
(b) To Motorman	Hand Bell Cord in Middle	Hand Bell Cord in Middle	Hand Bell Cord in Middle
13. BRAKING			
(a) Brakes Kind	Air and Hand—Peacock, Vertical Brake Wheel	Air and Hand—Peacock, Horizontal Brake Handle	Air and Hand, Vertical Wheel
(b) Sand	Air Operated Box	Air Operated Box	Pipe—Motorman's Bucket and Scoop
14. FENDERS			
(a) Type and Make	No Projecting Fender	No Projecting Fender	Company's, Rope and Pipe Extension 9' 9"
(b) Projection from Bumper.	....	....	
15. WHEEL GUARDS			
(a) Type	Automatic—Mechanical Drop Hudson and Bowring	Automatic—Mechanical Drop Hudson and Bowring	Wood Plank 6' 4"x9"x2"
(b) Maker	.....	.....	.....
16. DRAW BARS			
(a) Type	Removable Bar, Carried Under Side Sill	Removable Bar, Carried Under Side Sill	Plain, Spring, Non-telescoping
(b) Projection	None	None	Head 7", Link 11"
17. BUMPER GUARDS.....	Dash Shields	Dash Shields	Dash Shields

- (A) Standing not allowed on rear platform.
- (B) Acme ventilators in front and rear monitor; ventilators at floor of car and Globe ventilators in platform hoods not included.
- (C) Locke ventilating system not included.
- (D) As of June 30, 1910.
- (E) Allows deduction for pay-within rear platform.



# SUBWAY-ELEVATED CARS

# CARS

## COMPARISON OF GENERAL DESIGN OF STANDARD SUBWAY MOTOR CARS

	HUDSON & MANHATTAN RAILROAD CO., NEW YORK	INTERBOROUGH RAPID TRANSIT CO., NEW YORK	PHILADELPHIA RAPID TRANSIT CO., PHILADELPHIA (A)
<b>1. GENERAL DESCRIPTION</b>			
(a) Type and Make .....	All Steel—Pressed Steel	All Steel—American Car & Fdy. Pressed Steel and Standard	All Steel with Wood Interior Finish —Pressed Steel
(b) Number Owned .....	90	250	100
(c) Percentage of Total Cars Owned .....	64.3%	21.8%	100%
(d) Date of Adoption as Stan- dard .....	1909	1909	1907
<b>2. DIMENSIONS</b>			
(a) Length Over Corner Posts	38' 3"	39' 4"	40' 7"
(b) " Bumpers ...	48' 2"	51' 0"	49' 7"
(c) Width—Maximum .....	9' 0"	8' 10"	8' 9"
<b>3. WEIGHT (Completely Equipped)</b>			
(a) Empty Cars (lbs.) .....	70,100	73,400	74,000
(b) " per Seat .....	1,593	1,412	1,542
<b>4. ELECTRIC MOTOR EQUIP- MENT</b>			
(a) Make and Designation...	G. E. #167	G. E. #69 and #212; Westinghouse #86 and #300	G. E. #66
(b) Number per Car .....	2	2	2
(c) Total Rated Horse Power.	320	400	250
(d) Gear Ratio .....	3.25	3.15	3.59
(e) Controllers—Type .....	Sprague—G. E.—Multiple—Unit	Sprague—G. E.—Multiple—Unit	Sprague—G. E.—Multiple—Unit
(f) Proportion of Motor Cars in Train .....	All Cars	Both Ends and Every Alternate Car	All Cars
<b>5. TRUCKS</b>			
(a) Make and Type .....	American Car & Fdy.—M. C. B.	American Locomotive Co., Interbor- ough—Hedley	Curtis
(b) Maker's Designation ....	Hudson & Manhattan		
(c) Wheel Base .....	Motor Truck 7' 6"; Trailer Truck 6' 6"	Motor Truck 8' 6"; Trailer Truck 5' 6"	E-2 6' 7"
(d) Truck Centers .....	33' 3"	36' 0"	34' 6"
(e) Wheels—Diameter .....	Motor Truck 34 1/4"; Trailer Truck 30 1/4"	Motor Truck 34"; Trailer Truck 31"	34"
(f) " —Material .....	Motor Truck—Steel Tired Trailer Truck—Rolled Steel	Rolled Steel	Steel Tired and Rolled Steel
<b>6. AIR BRAKES</b>			
(a) Maker of Compressor.....	Westinghouse	Westinghouse	Westinghouse
(b) Maker's Designation ....	D-2	D 2—FY	D 2—EZ

(A) As of June 30, 1910.

(This statement compiled from information as of November 1, 1910, furnished by the Companies.)



CARS

COMPARISON OF DETAILS OF STANDARD SUBWAY CAR DESIGN  
AFFECTING TRAVELLING PUBLIC

	HUDSON & MANHATTAN R. R. Co., NEW YORK	INTERBOROUGH RAPID TRANSIT Co., NEW YORK	PHILADELPHIA RAPID TRANSIT Co., PHILADELPHIA (B)
1. SIGNS			
(a) Line .....	None	Sheet Iron Slide in Front and Rear Side Windows Reading Inside and Outside of Car; also Color of Marker Lights on Hood	None
(b) Destination .....	None		None
2. PLATFORM			
(a) Length (bulkhead to end door) .....	3' 2"	4' 10"	2' 11"
(b) Width .....	7' 10½"	8' 1"	7' 10"
(c) Height from Head of Rail .....	3' 8½"	3' 8"	4' 0"
(d) " Above Station Platform .....	3¼"	Level	6"
(e) Tread .....	Malleable Iron Safety at Platform and Center Side Doors	"Mason Safety" at Platform and Center Side Doors	Iron Plates at Platform and Center Side Doors
3. DOORS			
(a) Side Platform .....	Single Sliding 35"	Single Sliding 47"	Single Sliding 30¼"
(b) Width Opening .....	Air by Guard	Hand Lever by Guard	Air by Guard
(c) Method Operation .....	Single Sliding 44"	Single Sliding 25" and 26" Each Side Barrier	Single Sliding 37"
(d) Centre Side .....	Air by Guard	Air by Guard	Air by Guard
(e) Width Opening .....	Single Sliding 24½"	Single Sliding 29½"	Single Sliding 19½"
(f) Method Operation .....	Hand by Guard 46"	Hand by Guard 42½"	Hand by Guard 38¼"
(g) End Platform .....	On Body and Vestibule Corner Posts	On Body and Vestibule Corner Posts	On Bulkhead and Front Inside of Vestibule and on Posts at Center Side Doors
(h) Width Opening .....			
(i) Method Operation .....			
(j) Bulkhead Opening—Width .....			
(k) Grab Handles .....			
4. SEATS			
(a) Kind and Number.....	Longitudinal, 2 Each Side Divide Each into Three Sections	Longitudinal 2 Large, Each Side 2 Small " " at Each Center Side Door	Longitudinal, 2 Each Side
(b) Seating Capacity (@ 17" to 18" per seat) .....	44	52 (A)	48
(c) Seat Height .....	18½"	18"	18"
(d) " Length .....	16' 11¾" (72½" ± 76¾" — 54½")	2 Each Side 17' 0" 2 " " 2' 2½" 2' 2½" 20"	14' 3" 17" 21½" Spring Rattan
(e) " Width .....	17"	17"	15"
(f) " Slope .....	1¾"	1½"	1¾"
(g) " Material .....	Spring Rattan	Spring Rattan Rattan on Felt and Steel Frame	Spring Rattan
(h) Back Height .....	13"	14"	15"
(i) " Slope .....	1½"	1"	1¾"
(j) " Material .....	Spring Rattan	Spring Rattan Door Forms Back	Spring Rattan

# CARS

## COMPARISON OF DETAILS OF STANDARD SUBWAY CAR DESIGN (Continued)

	HUDSON & MANHATTAN R. R. Co., NEW YORK	INTERBOROUGH RAPID TRANSIT Co., NEW YORK	PHILADELPHIA RAPID TRANSIT Co., PHILADELPHIA
<b>5. STANDING ROOM</b>			
(a) Width Between Longitudinal Seats	4' 3"	4' 5 1/2"	4' 3 1/4"
(b) Area Each Platform (sq. ft.)	25	39	23
(c) Area Body (sq. ft.)	175	192	190
(d) " Total, Available (sq. ft.)	225	270	236
(e) Capacity—Passenger (@ 4 sq. ft.)	56	67	59
(f) Steadying Methods	White Enameled Pipe Stanchions at Each Seat Partition and Horizontal Pipe Hand Rails 6' 0" High	60 White Enameled Iron Spring Hinged Hand Holds 5' 9" High; 4 Stanchions at Barriers Side Centre Doors	47 Leather Straps 5' 10" High and 4 Grab Handles at Side Doors
<b>6. WINDOW OPENINGS</b>			
(a) Area Front (sq. ft.)	Front Vestibule Door—12.8	Front Vestibule Door—15.1	Front Vestibule Door—10.4
(b) " One Side (sq. ft.)	Screwed Shut	20.0 (Upper Sash Lowers)	24.4 (Upper Sash Lowers)
(c) " Monitors, One Side sq. ft.)	5.1 (Automatic Ventilators)	13.1	1.3 (Automatic Ventilators)
(d) Ratio Openings to Total Area, Front	20.1%	22.8%	16.7%
(e) Ratio Openings to Total Area, Side	1.7%	10.2%	7.2%
(f) Ratio Openings to Total Area, Total	4.9%	12.3%	8.6%
<b>7. HEATING</b>			
(a) Number, Kind, Capacity..	None Installed	Consolidated-24 Amperes. 24 Inside Car-2 Coil; 1 Each Cab-3 Coil	Consolidated-21 Amperes. 18 Inside Car-2 Coil; 1 Each Cab-3 Coil
(b) Volume Air to be Heated (cu. ft.)	2661 (Including 2 Vestibules)	3010 (Including 2 Vestibules)	2666 (Including 2 Vestibules)
(c) Cubic Feet per Ampere..	.....	125.5	127
<b>8. LIGHTING</b>			
(a) Number	30 Inside—2 Single Each Platform with Reflectors	26 Inside, All Single—2 Light Clusters Each Platform	21 Inside, All Single—2 Each Platform with Reflectors
(b) Arrangement Inside Car.	10 Single Each Side Lower Deck; 2 3-Light Clusters—Monitor Ceiling; 4 Single Battery Lamps—Monitor Ceiling	6 Centre Monitor Ceiling; 10 Each Side on Curved Deck	6 Each Side Under Lower Deck; 9 in Car Ceiling
(c) Lamps, Kind	Carbon Filament	Carbon Filament	Carbon Filament
(d) Volume Lighted Inside Car (cu. ft.)	2319	2450	2182
(e) Cubic Feet per Candle Power (16 c. p. lamps)	5.1	5.9	6.5

# CARS

## COMPARISON OF DETAILS OF STANDARD SUBWAY CAR DESIGN (Concluded)

	HUDSON & MANHATTAN R. R. Co., NEW YORK	INTERBOROUGH RAPID TRANSIT Co., NEW YORK	PHILADELPHIA RAPID TRANSIT Co., PHILADELPHIA
9. ADVERTISEMENTS			
(a) Inside	Advertising Co.—Side Cove, also First Curve Roof, Side Panel, Above Vestibule and Side Doors and Bulkhead Panels. Ry. Co.—On Side Posts, and Map on Each Centre Side Door	Advertising Co.—Side Cove, 4 Corners on Bulkhead Above Openings Ry. Co.—Framed on Side Posts	Advertising Co.—Side Cove Space Ry. Co.—End Space
10. CONDUCTORS' SIGNALS			
(a) To Motorman	Hand Bell Cord on Side—Relay	Electric Signal Lamp in Cab—Lights When All Doors Closed. Hand Bell Cord on Side—Relay—for Emergency	Guard's Hand Bell Cord on Side—Relay
11. BRAKING			
(a) Kind Brakes	Westinghouse, Graduated Release—also Hand—Vertical Brake Wheel	Westinghouse, Graduated Release—also Hand—Vertical Brake Wheel	Westinghouse, Graduated Release—also Hand—Vertical Brake Wheel
12. DRAW BARS—Type .....	Van Dorn—Automatic	M. C. B. Automatic with Air Couplers in Bar	Van Dorn—Automatic
13. BUMPERS .....	Hedley Anti-climbing Device	Hedley Anti-climbing Device	
(A) Small seats at side doors not included.			
(B) As of June 30, 1910.			

(This statement compiled from information secured as of November 1, 1910.)





# OPERATING STATISTICS

OPERATING STATISTICS

PASSENGERS (All Classes) BY LINES (in thousands)

YEAR TO JUNE 30									
Line No.									
1907									
(A)									
1908									
(B)									
1909									
(C)									
1910									
(D)									
INCREASE									
3 Years									
DECREASE									
3 Years									
PER CENT									
I. DOUBLE END LINES NORTH AND SOUTH									
(a) Northeast to South Philadelphia:									
Richmond 7 & 9	(4)	7,080	6,910	6,294	5,172	.....	1,908	—	27.0%
Frankford 2 & 3	(71)	14,794	14,188	13,013	10,431	.....	4,363	—	29.5
Frankford Berks 5 & 6	(72)	10,028	9,666	9,392	8,562	.....	1,466	—	14.5
Frankford Lehigh 5 & 6	(73)	9,482	9,061	8,439	7,539	.....	1,943	—	20.5
Total		41,384	39,855	37,138	31,704	—	9,680	—	23.4
(b) North Suburbs to South Philadelphia:									
Fox Chase	(54)	8,026	8,453	8,074	7,877	.....	149	—	1.9
Chestnut Hill	(58)	15,312	16,117	14,714	13,389	.....	1,923	—	12.6
Total		23,338	24,570	22,788	21,266	.....	2,072	—	8.9
(c) North to South Philadelphia:									
Indiana	(53)	4,284	4,072	3,603	3,221	.....	1,063	—	24.9
10 & 11	(32)	14,202	15,005	13,260	12,971	.....	1,231	—	8.7
Cumberland	(47)	6,704	6,050	5,280	5,063	.....	1,641	—	24.5
13 & 15	(48)	8,561	9,156	9,481	8,490	.....	71	—	0.8
12 & 16	(1)	15,929	14,766	12,828	10,825	.....	5,104	—	32.0
McKean 7 & 9	(35)	10,045	10,342	9,240	6,705	.....	3,340	—	33.4
Morris & Tasker	(39)	8,786	8,786	7,210	7,385	.....	1,401	—	16.0
Dickinson	(41)	5,457	5,107	4,294	4,039	.....	1,418	—	26.0
Total		73,968	73,284	65,196	58,699	.....	15,269	—	20.6
Total Double End Lines North & South									
		138,690	137,709	125,122	111,669	.....	27,021	—	19.4
II. LINES TERMINATING IN DELIVERY DISTRICT									
(a) From Northeast:									
Bridesburg	(78)	6,236	6,133	5,562	4,803	.....	1,433	—	23.0
Berks & Montgomery	(67)	8,031	8,025	6,707	5,906	.....	2,145	—	26.6
Tioga & Dock	(69)	5,519	5,456	4,734	4,300	.....	1,219	—	22.1
Total		19,806	19,614	17,003	15,009	.....	4,797	—	24.2
(b) From North Suburbs									
Fox Chase & Powell	(55)	.....	.....	.....	.....	.....	.....	.....	.....
Willow Grove 4 & 8	(63)	7,506	8,316	8,030	7,877	.....	371	.....	5.0
Willow Grove 13 & 15	(64)	7,673	8,426	8,057	8,014	.....	341	.....	4.5
Chestnut Hill 2nd Section	(59)	9	22	16	.....	.....	9	.....	.....
Pellam	(60)	7,866	8,738	8,869	8,030	.....	164	.....	2.1
Wayne	(49)	11,977	13,014	13,354	12,648	.....	671	.....	5.6
Total		35,031	38,516	38,326	36,569	.....	1,538	.....	4.2
(c) From North Philadelphia:									
Franklinville	(56)	3,992	4,171	3,731	3,232	.....	760	—	19.0
Norris & Susquehanna	(34)	5,901	5,634	5,502	4,928	.....	973	—	16.5
Cambria 7 & 9	(33)	2,521	2,693	2,432	1,893	.....	628	—	24.9
Columbia	(36)	11,176	10,360	9,299	8,208	.....	2,968	—	26.6
Fairmount	(37)	2,646	2,456	2,154	2,013	.....	633	—	23.9
Continental Depot	(45)	4,455	4,275	4,035	3,688	.....	767	—	17.2
Continental Nicetown	(46)	6,435	7,105	6,814	6,667	.....	.....	.....	.....
17 & 19	(50)	10,756	11,307	10,319	9,479	.....	1,277	—	11.7
17 & 19 Short Line	(51)	5,458	5,597	4,516	4,165	.....	1,293	—	23.6
Manayunk	(38)	10,230	10,503	9,868	9,337	.....	893	—	8.7
Ridge	(44)	5,668	5,802	4,947	4,665	.....	1,003	—	17.6
Total		69,238	69,903	63,617	58,275	.....	10,963	—	15.8
Total from North									
		124,075	128,033	118,946	109,853	.....	14,222	—	11.5

# OPERATING STATISTICS

## PASSENGERS (All Classes) BY LINES (in thousands) (Continued)

YEAR TO JUNE 30		Line No.	1907	1908	1909	1910	INCREASE	DECREASE	PER CENT
			(A)	(B)	(C)	(D)	3 Years	3 Years	
II. LINES TERMINATING IN DELIVERY DISTRICT (Continued)									
(d) <i>From South Philadelphia:</i>									
19 & 20.....	(2)	7,262	7,502	6,416	5,617	.....	1,645	.....	— 22.6%
17 & 18.....	(3)	6,978	5,851	5,204	6,759	.....	219	.....	— 3.2
Passyunk .....	(5)	3,332	3,213	2,856	2,383	.....	949	.....	— 28.5
Total .....			17,572	16,566	14,476	14,759	2,813	.....	— 16.0
(e) <i>From West Philadelphia:</i>									
Chestnut .....	(9)	2,780	5,073	5,103	4,347	1,567	.....	.....	56.4
Baltimore .....	(13)	8,808	9,300	5,983	4,382	.....	4,426	.....	— 50.3
Spruce .....	(25)	4,295	4,990	5,021	4,452	157	.....	.....	3.7
Baltimore Subway .....	(87)	712	119	2,247	2,799	2,087	.....	.....	293.5
Darby .....	(12)	10,474	9,251	6,405	5,244	.....	5,230	.....	— 50.0
Gray's Ferry .....	(14)	8,948	8,359	7,421	6,513	.....	2,435	.....	— 27.2
Elmwood .....	(16)	3,906	4,277	3,916	3,370	.....	536	.....	— 13.7
Darby Subway .....	(86)	1,088	2,449	3,375	4,281	3,193	.....	.....	293.5
Lancaster-Haddington .....	(18)	12,302	11,432	8,114	4,482	.....	7,820	.....	— 63.5
Baring .....	(19)	9,084	10,270	4,939	3,750	.....	5,334	.....	— 58.8
Belmont .....	(26)	4,065	3,909	3,073	2,845	.....	1,220	.....	— 30.0
Haddington-Hestonville .....	(27)	4,110	3,865	3,256	2,820	.....	1,290	.....	— 31.4
Overbrook .....	(28)	4,607	4,444	3,807	3,271	.....	1,336	.....	— 29.0
Lancaster-Haddington Subway .....	(88)	453	1,894	1,590	2,273	1,820	.....	.....	402.0
Baring Subway .....	(89)	.....	.....	1,560	1,833	1,833	.....	.....	.....
Haddington-Haverford .....	(23)	11,297	11,407	7,484	6,009	.....	5,288	.....	— 46.8
63 & Vine .....	(24)	14,507	13,038	8,546	6,831	.....	7,676	.....	— 52.9
Total—Surface .....			101,436	104,077	81,840	69,502	31,934	.....	— 31.4
Subway—Elevated .....			4,093	13,996	26,395	33,857	29,764	.....	.....
Total with Subway—Elevated .....			105,529	118,073	108,235	103,359	2,170	.....	— 2.1
Total Lines Terminating in Delivery District.....			247,176	262,672	241,657	227,971	19,205	.....	— 7.7
III. CROSSTOWN LINES									
(a) <i>West Philadelphia:</i>									
Chester Ave. ....	(10)	3,665	1,242	728	505	.....	3,160	.....	— 86.2
Chester Ave. Extension .....	(11)	13	827	894	794	781	.....	.....	.....
52 .....	(15)	12,064	13,363	11,329	11,562	.....	502	.....	— 4.2
58 & 60 .....	(30)	4,806	5,683	5,423	6,126	1,320	.....	.....	27.4
Zoo .....	(31)	69	69	59	44	.....	25	.....	— 32.2
Bala .....	(22)	238	515	694	1,192	954	.....	.....	401.0
Total .....			20,855	21,699	19,127	20,223	632	.....	— 3.0
(b) <i>South Philadelphia:</i>									
Point Breeze .....	(6)	389	407	351	293	.....	96	.....	— 24.7
Catherine & Bainbridge .....	(7)	2,304	2,019	1,346	1,776	.....	528	.....	— 22.9
Federal & Wharton .....	(8)	3,003	2,694	1,884	2,325	.....	678	.....	— 22.6
Lombard & South .....	(21)	7,430	7,131	6,312	5,467	.....	1,963	.....	— 26.4
Total .....			13,126	12,251	9,893	9,861	3,265	.....	— 24.9
(c) <i>North Philadelphia:</i>									
Race & Vine .....	(29)	968	943	748	521	.....	447	.....	— 46.2
Callowhill .....	(40)	1,437	1,217	900	731	.....	706	.....	— 49.1
Beach .....	(42)	1,251	1,194	1,002	821	.....	430	.....	— 34.4
Girard-Belmont .....	(20)	4,044	4,056	3,861	3,456	.....	588	.....	— 14.5
Girard .....	(76)	13,677	13,747	11,784	10,507	.....	3,170	.....	— 23.2
Jefferson .....	(77)	5,403	5,686	4,864	4,108	.....	1,295	.....	— 24.0
York & Dauphin .....	(43)	5,539	5,491	4,780	4,105	.....	1,434	.....	— 25.9
Lehigh .....	(68)	6,916	6,912	6,540	6,280	.....	636	.....	— 9.2
Eric .....	(70)	376	1,805	1,626	1,882	1,506	.....	.....	400.0

# OPERATING STATISTICS

## PASSENGERS (All Classes) BY LINES (in thousands) (Concluded)

III. CROSTOWN LINES (Continued)	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	Line No.	1907 (A)	1908 (B)	1909 (C)	1910 (D)		
Allegheny .....	(79)	4,796	9,533	7,975	8,051	3,255	67.7%
Allegheny Short Line .....	(80)	.....	.....	.....	417	.....	.....
Olney .....	(57)	8,305	8,728	7,608	7,106	1,199	14.5
Frankford-Willow Grove .....	.....	51	55	44	44	7	13.7
Frankford-Bridenburg .....	(74)	276	281	260	233	43	15.6
Glenside .....	(52)	9,449	8,155	6,391	6,058	3,391	36.0
Total .....	.....	62,488	67,803	58,383	54,320	8,168	13.1
Total Crostown Lines .....	.....	96,469	101,753	87,403	84,404	12,065	12.5

## IV. SUBURBAN LINES

Cheltenham .....	(61)	2,084	2,173	1,776	1,905	.....	179	8.6
Cheltenham-Willow Grove .....	(62)	.....	.....	.....	.....	.....	.....	.....
Doylestown .....	(65)	1,268	1,355	1,265	1,192	.....	76	6.0
Hatboro .....	(66)	201	219	215	206	5	.....	2.0
Torresdale .....	(75)	2,814	2,938	2,780	2,371	.....	443	15.8
Chester .....	(81)	1,016	1,255	1,291	762	.....	254	25.0
Media .....	(82)	1,186	1,283	1,269	1,091	.....	95	8.0
Lansdowne .....	(83)	152	143	135	125	.....	27	17.8
Middletown .....	(84)	123	230	341	235	112	.....	91.0
Island Road .....	(17)	958	1,139	1,011	953	.....	5	0.5
Total Suburban Lines .....	.....	9,802	10,735	10,083	8,840	.....	962	9.8

Total All Surface Lines .....	488,044	498,873	437,870	399,027	.....	89,017	18.3
Subway-Elevated .....	4,093	13,996	26,395	33,857	29,764	.....	.....

- (A) Total All Lines .....
- (B) Subway-Elevated began operation west of City Hall March, 1907.
- (C) Strike from May 29 to June 6, 1909.
- (D) " " February 19 to April 2, 1910.

The Passengers on the following lines have been included in those on the lines indicated:

Baltimore Ave. Short Line included in Baltimore	.....
Elmwood Ave. " Elmwood	.....
Lancaster Ave. " Lancaster-Haddington	.....
Haines St. " Wayne	.....
Columbia Ave. Short Line " Columbia	.....
Huntingdon & Cumberland " Lehigh	.....
2 & 3 Richmond " Bridensburg	.....
Glenside Short Line " Glenside	.....
Market St. Subway " 63 & Vine	.....
Lancaster Subway " Lancaster-Haddington Subway	.....

(This statement compiled from information furnished by the Company.)



# OPERATING STATISTICS

## PASSENGERS (All Classes)

### SUMMARY

YEAR ENDING JUNE 30, 1910

	Passengers (all Classes) (in Thousands) (D)	Per Cent of Total	Average Per Cent Decrease per Year 1907-1910
I. DOUBLE END LINES NORTH AND SOUTH:			
(a) Northeast to South Philadelphia.....	31,704	7%	7.8%
(b) North Suburbs to South Philadelphia.....	21,266	5	3.0
(c) North to South Philadelphia.....	58,699	14	6.9
Total Double End Lines North and South.....	111,669	26	6.5
II. LINES TERMINATING IN DELIVERY DISTRICT:			
(a) From Northeast.....	15,009	4	8.1
(b) From North Suburbs.....	36,569	8	1.3 (E)
(c) From North Philadelphia.....	58,275	13	5.3
Total from North.....	109,853	25	3.8
(d) From South Philadelphia.....	14,759	3	5.3
(e) From West Philadelphia—Surface.....	69,502	16	10.5
(f) " " —Subway-Elevated.....	33,857	8	—
Total from West Philadelphia.....	103,359	24	0.7
Total for Lines Terminating in Delivery District.....	227,971	52	2.6
III. CROSSTOWN LINES:			
(a) West Philadelphia.....	20,223	5	1.0
(b) South Philadelphia.....	9,861	2	8.3
(c) North Philadelphia.....	54,320	13	4.4
Total Crosstown Lines.....	84,404	20	4.2
IV. SUBURBAN LINES:			
Total All Surface Lines.....	399,027	92	6.1
Subway-Elevated.....	33,857	8	—
Total All Lines.....	432,884	100%	4.0%

(D) Strike from February 19 to April 2, 1910.  
(E) Increase.

(This statement compiled from information furnished by the Company.)

OPERATING STATISTICS

PASSENGER RECEIPTS BY LINES

		YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
		1907 (A)	1908 (B)	1909 (C)	1910 (D)			
I. DOUBLE END LINES NORTH AND SOUTH:								
(a) Northeast to South Philadelphia:								
Richmond 7 & 9.....		\$289,088	\$284,927	\$272,353	\$244,737	.....	\$44,351	— 15.3%
Frankford 2 & 3.....		564,236	530,209	518,533	430,404	.....	133,832	— 23.6
Frankford Berks 5 & 6.....		381,856	364,237	376,913	369,458	.....	12,398	— 3.2
Frankford Lehigh 5 & 6.....		356,812	339,800	335,804	322,084	.....	34,728	— 9.7
Total .....		\$1,591,992	\$1,519,173	\$1,503,603	\$1,366,683	.....	\$225,309	— 14.2
(b) North Suburbs to South Philadelphia:								
Fox Chase .....		\$314,181	\$320,898	\$325,543	\$340,064	\$25,883	.....	8.2
Chestnut Hill .....		617,946	623,597	601,180	579,629	.....	38,317	— 6.2
Total .....		\$932,127	\$944,495	\$926,723	\$919,693	.....	\$12,434	— 1.3
(c) North to South Philadelphia:								
Indiana .....		\$173,440	\$164,841	\$152,959	\$145,612	.....	\$27,828	— 16.2
10 & 11.....		505,614	498,922	485,831	500,142	.....	5,472	— 1.1
Cumberland .....		268,581	237,521	215,733	218,615	.....	49,966	— 18.6
13 & 15.....		343,018	362,774	392,851	371,292	28,274	.....	8.2
12 & 16.....		660,790	616,113	551,902	519,791	.....	140,999	— 21.4
McKean 7 & 9.....		412,419	428,799	400,157	326,564	.....	85,855	— 20.8
Morris & Tasker.....		323,051	324,163	287,007	287,657	.....	35,394	— 11.0
Dickinson .....		234,674	217,473	187,304	191,676	.....	42,998	— 18.3
Total .....		\$2,921,587	\$2,850,606	\$2,673,744	\$2,561,349	.....	\$360,238	— 12.3
Total Double End Lines North & South.....		\$5,445,706	\$5,314,274	\$5,104,070	\$4,847,725	.....	\$597,981	— 11.0
II. LINES TERMINATING IN DELIVERY DISTRICT:								
(a) From Northeast:								
Bridensburg .....		\$215,710	\$208,538	\$210,886	\$191,046	.....	\$24,664	— 11.4
Berks & Montgomery.....		258,211	264,890	256,397	238,892	.....	19,319	— 7.5
Tioga & Dock.....		198,580	186,611	178,894	167,683	.....	30,897	— 15.6
Total .....		\$672,501	\$660,039	\$646,177	\$597,621	.....	\$74,880	— 11.1
(b) From North Suburbs:								
Fox Chase & Powell.....		\$244,734	\$311,331	\$314,427	\$343,390	\$48,656	.....	16.6
Willow Grove 4 & 8.....		298,850	319,706	322,713	341,753	42,903	.....	16.2
" 13 & 15.....		388	1,034	795	17	.....	371	— 95.9
Chestnut Hill 2nd Section.....		303,733	325,603	356,417	344,520	40,787	.....	13.4
Pelham .....		466,947	500,164	542,710	543,803	76,856	.....	16.4
Total .....		\$1,364,652	\$1,457,838	\$1,537,072	\$1,573,483	\$208,831	.....	15.3
(c) From North Philadelphia:								
Franklinville .....		\$145,455	\$146,612	\$142,378	\$132,430	.....	\$13,025	— 9.0
Norris & Susquehanna .....		241,245	233,322	239,695	242,202	957	.....	0.4
Cambria 7 & 9.....		90,181	96,575	94,931	77,539	.....	12,642	— 14.0
Columbia .....		446,432	401,090	391,279	384,925	.....	61,507	— 13.8
Fairmount .....		108,421	101,839	93,407	98,283	.....	10,138	— 9.3
Continental Depot .....		181,647	175,207	174,548	174,722	.....	6,925	— 3.8
Continental Nicetown .....		240,534	251,962	262,338	271,343	30,809	.....	12.8
17 & 19.....		358,964	369,751	392,831	381,865	22,901	.....	6.4
17 & 19 Short Line.....		194,602	201,679	180,283	177,795	.....	16,807	— 8.6
Manayunk .....		398,761	392,202	391,768	400,665	1,904	.....	0.5
Ridge .....		228,040	231,102	208,197	214,293	.....	13,747	— 6.0
Total .....		\$2,634,282	\$2,601,341	\$2,571,655	\$2,556,062	.....	\$78,220	— 3.0
Total from North.....		\$4,671,435	\$4,719,218	\$4,754,894	\$4,727,166	\$55,731	.....	1.2

PASSENGER RECEIPTS BY LINES (Continued)

YEAR TO JUNE 30

II. LINES TERMINATING IN DELIVERY DISTRICT

(Continued):

(d) From South Philadelphia:

19 & 20	\$309,743	\$317,784	\$286,694	\$276,413	— 10.7%
17 & 18	235,742	175,278	216,779	290,797	23.4
Passyunk	128,255	125,120	118,257	106,565	— 16.9

(e) From West Philadelphia:

Total	\$673,740	\$618,182	\$621,730	\$673,775	—
Chestnut	\$111,539	\$200,064	\$217,395	\$202,153	81.2
Baltimore	331,445	351,143	247,389	196,769	— 39.4
West Spruce	160,410	189,551	209,138	201,513	25.6
Baltimore Subway	25,428	4,063	91,297	114,247	349.0
Darby	409,776	359,773	265,034	235,844	— 57.5
Gray's Ferry	275,366	258,518	274,245	252,532	— 8.3
Elmwood	134,057	147,551	154,756	141,972	5.9
Darby Subway	39,882	86,210	134,182	171,971	333.0
Lancaster-Haddington	476,371	415,778	341,378	206,463	— 56.5
Baring	355,244	381,524	211,953	178,598	— 49.5
Belmont	159,554	154,683	130,577	131,067	— 82.4
Haddington-Hestonville	159,394	148,132	136,461	128,540	— 19.4
Overbrook	179,847	171,406	159,198	147,769	— 17.8
Lancaster-Haddington Subway	18,422	74,703	67,825	95,447	420.0
Baring Subway	438,303	416,962	316,401	275,562	— 37.0
Haddington-Haverford	548,105	460,506	346,079	289,355	— 47.3
63 & Vine					

(f) Total—Surface

Subway-Elevated	\$3,823,143	\$3,820,567	\$3,369,365	\$3,047,775	— 20.3
	120,658	387,106	1,118,472	1,447,633	—

Total with Subway-Elevated

	\$3,943,801	\$4,207,673	\$4,487,837	\$4,495,408	— 13.9
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Total Lines Terminating in Delivery District

	\$9,288,976	\$9,545,073	\$9,864,461	\$9,896,349	— 6.6
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III. CROSSTOWN LINES:

(a) West Philadelphia:

Chester Ave.	\$142,135	\$33,280	\$22,378	\$14,482	— 90.0
Chester Ave. Extension	357	22,937	27,066	24,214	—
52	265,678	310,530	312,032	314,207	18.3
58 & 60	106,701	133,068	144,919	161,963	55.2
Zoo	2,168	2,204	2,154	1,561	— 28.1
Bala	5,810	12,879	21,041	32,291	454.0

Total

	\$522,849	\$514,898	\$529,590	\$548,718	— 4.9
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(b) South Philadelphia:

Point Breeze	\$12,383	\$12,101	\$11,330	\$9,699	— 23.3
Catharine & Bainbridge	62,584	56,658	44,062	53,542	— 14.4
Federal & Wharton	76,805	69,657	60,933	75,368	— 1.9
Lombard & South	285,561	277,360	259,550	237,705	— 16.8

Total

	\$437,333	\$415,776	\$375,875	\$376,314	— 13.9
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(c) North Philadelphia:

Race & Vine	\$41,342	\$40,063	\$33,180	\$25,722	— 37.7
Callowhill	59,980	51,421	39,364	34,981	— 41.7
Beach	49,302	46,550	41,413	36,897	— 25.2
Girard-Belmont	160,919	161,416	163,252	157,755	— 2.0
Girard	470,700	462,022	442,619	412,824	— 12.3
Jefferson	199,704	196,401	185,118	160,021	— 19.8
York & Dauphin	210,281	205,752	193,337	177,736	— 15.5
Lehigh	207,582	251,117	253,365	253,962	— 5.1
Erie	8,808	41,531	44,443	49,723	465
Allegheny	113,682	223,416	224,542	223,703	97.0
Allegheny Short Line				11,490	—
Olney	184,148	204,239	215,019	199,017	8.1
Frankford-Willow Grove	2,160	2,203	1,848	2,060	—
Frankford-Bridesburg	7,299	8,133	9,127	8,124	— 11.1
Glenside	283,176	247,050	224,228	222,198	— 21.5

Total

	\$2,059,083	\$2,141,314	\$2,070,855	\$1,976,213	— 3.9
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Total Crosstown Lines

	\$3,019,265	\$3,071,988	\$2,976,320	\$2,901,245	— 3.9
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# OPERATING STATISTICS

## PASSENGER RECEIPTS BY LINES (Concluded)

IV. SUBURBAN LINES:	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
Cheltenham	\$55,796	\$58,052	\$54,534	\$59,084	\$3,288	.....	5.9%
Cheltenham-Willow Grove	.....	.....	.....	.....	.....	.....	.....
Doylstown	53,029	54,738	52,263	56,478	3,449	.....	6.5
Hatboro	7,827	8,307	8,521	9,110	1,283	.....	16.4
Torresdale	84,044	83,452	85,212	73,606	.....	10,438	— 12.4
Chester	41,916	53,195	55,968	37,092	.....	4,824	— 11.5
Media	50,636	54,009	55,255	53,544	2,908	.....	5.7
Lansdowne	6,747	6,225	6,025	6,179	.....	568	— 8.4
Middletown	5,479	10,074	15,362	11,717	6,238	.....	114.0
Island Road	26,098	29,376	28,972	27,022	924	.....	3.5
Total Suburban Lines	\$331,572	\$357,428	\$362,112	\$333,832	\$2,260	.....	0.7
Total All Surface Lines	\$17,964,861	\$17,901,657	\$17,188,491	\$16,531,518	.....	\$1,433,343	— 8.0
Subway-Elevated	120,658	387,106	1,118,472	1,447,633	1,326,975	.....	.....
Total All Lines	\$18,085,519	\$18,288,763	\$18,306,963	\$17,979,151	.....	\$106,368	— 0.6%

- (A) Subway-Elevated began operation west of City Hall, March, 1907.  
 (B) " " " from City Hall to 2nd St., August, 1908, and from 2nd to South St., October, 1908.  
 (C) Strike from May 29 to June 6, 1909.  
 (D) Strike from February 19 to April 2, 1910.

The following receipts reported by the Company have been included in those of lines indicated:

		Included in
Baltimore Ave. Short Line	\$78,459	Baltimore
Elmwood Ave. " "	7,207	Elmwood
Lancaster Ave.	165,896	Lancaster-Haddington
Haines St.	.....	Wayne
Columbia Ave. Short Line	29,210	Columbia
Huntingdon & Cumberland	59	Lehigh
2 & 3 Richmond	51,884	Bridenburg
Glenside Short Line	34,982	Glenside
Market St. Subway	62,654	63 & Vine
Lancaster Subway	18,422	Lancaster-Haddington Subway

(This statement compiled from information furnished by the Company.)



# OPERATING STATISTICS

## PASSENGER RECEIPTS

### SUMMARY

YEAR ENDING JUNE 30, 1910

	Receipts (D)	Per Cent of Total	Average Per Cent Decrease or Increase per Year 1907-1910
I. DOUBLE END LINES NORTH AND SOUTH:			
(a) Northeast to South Philadelphia.....	\$1,366,683	8%	— 4.7%
(b) North Suburbs to South Philadelphia.....	919,693	5	— 0.4
(c) North to South Philadelphia .....	2,561,349	14	— 4.1
Total Double End Lines North & South.....	4,847,725	27	— 3.7
II. LINES TERMINATING IN DELIVERY DISTRICT:			
(a) From Northeast .....	597,621	3	— 3.7
(b) From North Suburbs .....	1,573,483	9	— 5.1
(c) From North Philadelphia.....	2,556,062	14	— 1.0
Total from North.....	4,727,166	26	— 0.4
(d) From South Philadelphia.....	673,775	4	—
(e) From West Philadelphia—Surface .....	3,047,775	17	— 6.8
(f) " " —Subway-Elevated .....	1,447,633	8	—
Total from West Philadelphia.....	4,495,408	25	— 4.6
Total for Lines Terminating in Delivery District.....	9,896,349	55	— 2.2
III. CROSSTOWN LINES:			
(a) West Philadelphia .....	548,718	3	— 1.6
(b) South Philadelphia .....	376,314	2	— 4.6
(c) North Philadelphia .....	1,976,213	11	— 1.3
Total Crosstown Lines .....	2,901,245	16	— 1.3
IV. SUBURBAN LINES:			
	333,832	2	— 0.2
Total All Surface Lines .....	16,531,518	92	— 2.7
Subway-Elevated .....	1,447,633	8	—
Total All Lines.....	\$17,979,151	100%	— 0.2%

(D) Strike from February 19 to April 2, 1910.

(This statement compiled from information furnished by the Company.)

OPERATING STATISTICS

PASSENGER RECEIPTS BY LINES

PER CAR MILE AND PER MILE OF ROUTE

		YEAR TO JUNE 30			PER CAR MILE			PER MILE OF ROUTE		
		1907 (A)	1908 (B)	1909 (C)	1910 (D)	Increase 3 Years	Decrease 3 Years	Per Cent. of Average of Surface Lines 1910	1910	Per Cent. of Average of Surface Lines 1910
I. DOUBLE END LINES NORTH AND SOUTH:										
(a) Northeast to South Philadelphia:										
Richmond 7 & 9.....	20.6¢	22.1¢	24.0¢	23.1¢	2.5¢	.....	93%	\$16,700	112%	
Frankford 2 & 3.....	23.1	22.4	25.0	25.6	2.5	.....	103	23,380	156	
Frankford Berks 5 & 6.....	24.0	23.8	27.5	28.2	4.2	.....	114	19,590	131	
Frankford Lehigh 5 & 6.....	23.4	22.7	25.7	26.5	3.1	.....	107	16,750	112	
Total .....	22.8	22.7	25.6	26.0	3.2	.....	105	19,200	129	
(b) North Suburbs to South Philadelphia:										
Fox Chase .....	19.3	19.3	20.4	20.1	0.8	.....	81	13,660	92	
Chestnut Hill .....	25.2	26.1	27.7	27.3	2.1	.....	110	21,810	146	
Total .....	22.8	23.3	24.6	24.1	1.3	.....	97	17,880	120	
(c) North to South Philadelphia:										
Indiana .....	21.7	20.8	21.4	23.1	1.4	.....	93	10,780	72	
10 & 11.....	32.3	32.7	37.3	36.0	3.7	.....	145	43,000	288	
Cumberland .....	28.6	29.6	33.3	31.4	2.8	.....	127	15,900	107	
13 & 15.....	29.4	31.5	34.6	32.8	3.4	.....	132	22,180	149	
12 & 16.....	37.2	40.0	42.2	42.4	5.2	.....	171	46,750	314	
McKean 7 & 9.....	23.9	24.7	28.0	26.1	2.2	.....	105	23,240	156	
Morris & Tasker.....	21.3	20.7	22.7	24.2	2.9	.....	98	19,030	128	
Dickinson .....	25.3	24.0	24.0	25.9	0.6	.....	104	17,570	118	
Total .....	28.0	28.4	31.1	31.0	3.0	.....	125	24,000	161	
Total Double End Lines North & South.....	25.3	25.6	28.0	28.0	2.7	.....	113	21,120	142	
II. LINES TERMINATING IN DELIVERY DISTRICT:										
(a) From Northeast:										
Bridesburg .....	17.1	17.2	19.2	19.7	2.6	.....	79	13,830	93	
Berks & Montgomery .....	25.7	25.2	27.6	27.2	1.5	.....	110	23,970	161	
Tioga & Dock.....	22.8	22.8	24.8	25.8	3.0	.....	104	18,530	124	
Total .....	21.6	21.4	23.5	24.0	2.4	.....	97	18,200	122	
(b) From North Suburbs:										
Fox Chase & Powell.....	14.2	18.7	20.2	17.2	3.0	.....	69	11,930	80	
Willow Grove 4 & 8.....	17.8	15.5	16.5	21.4	3.6	.....	86	11,500	77	
“ 13 & 15.....	9.4	10.0	7.3	.....	.....	.....	.....	.....	.....	
Chestnut Hill 2nd Section.....	23.1	23.9	26.4	25.3	2.2	.....	102	20,300	136	
Pelham .....	23.6	26.2	29.3	28.9	5.3	.....	117	27,190	182	
Wayne .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Total .....	19.4	20.8	22.8	23.0	3.6	.....	93	11,200	75	
(c) From North Philadelphia:										
Franklinville .....	18.7	18.4	21.6	23.2	4.5	.....	94	9,560	64	
Norris & Susquehanna.....	22.5	22.4	23.4	24.3	1.8	.....	98	22,730	152	
Cambria 7 & 9.....	14.6	15.2	16.7	18.3	3.7	.....	74	9,380	63	
Columbia .....	31.1	34.1	38.2	37.0	5.9	.....	149	39,200	263	
Fairmount .....	15.1	14.2	14.5	17.0	1.9	.....	69	9,620	65	
Continental Depot .....	21.0	22.0	24.7	25.5	4.5	.....	103	16,880	113	
Continental Nicetown .....	20.3	22.0	25.2	27.1	6.8	.....	109	20,200	135	
17 & 19.....	31.9	33.9	37.6	35.5	3.6	.....	143	30,780	206	
17 & 19 Short Line .....	37.1	38.0	40.5	40.0	2.9	.....	161	18,350	123	
Manayunk .....	23.5	23.3	23.9	23.6	0.1	.....	95	24,900	167	
Ridge .....	23.7	21.7	24.6	25.3	1.6	.....	102	21,110	142	
Total .....	24.0	24.4	26.6	27.3	3.3	.....	110	20,460	137	
Total from North.....	22.1	22.8	24.8	25.3	3.2	.....	102	16,000	107	

OPERATING STATISTICS

PASSENGER RECEIPTS BY LINES

PER CAR MILE AND PER MILE OF ROUTE (Continued)

	YEAR TO JUNE 30	PER CAR MILE				Increase 3 Years	Decrease 3 Years	Per Cent. of Average of Surface Lines 1910	PER MILE OF ROUTE	
		1907 (A)	1908 (B)	1909 (C)	1910 (D)				Amount 1910	Per Cent. of Average of Surface Lines
LINES TERMINATING IN DELIVERY DISTRICT										
(Continued) :										
(d) <i>From South Philadelphia:</i>										
19 & 20.....	43.0¢	42.6¢	44.2¢	41.6¢	---	1.4¢	168%	\$40,450	271%	
17 & 18.....	35.3	33.3	42.8	45.2	9.9¢	---	182	35,900	241	
Passyunk .....	18.9	18.4	17.7	16.9	---	2.0	68	12,610	85	
Total .....	32.6	31.6	34.1	34.8	2.2	---	140	28,800	193	
(e) <i>From West Philadelphia:</i>										
Chestnut .....	21.3	22.0	24.1	21.1	---	0.2	85	15,890	106	
Baltimore .....	22.9	24.5	29.1	25.7	2.8	---	104	15,800	106	
West Spruce .....	17.7	20.8	25.9	24.9	7.2	---	100	20,600	138	
Baltimore Subway .....	13.0	9.7	19.9	23.3	10.3	---	94	12,180	82	
Darby .....	23.0	22.0	26.4	22.7	---	0.3	92	15,540	104	
Gray's Ferry .....	17.3	17.6	20.8	20.7	3.4	---	83	16,440	110	
Elmwood .....	14.3	15.1	17.0	17.8	3.5	---	72	10,910	73	
Darby Subway .....	12.8	14.1	15.9	24.2	11.4	---	98	13,450	90	
Lancaster-Haddington .....	28.6	27.9	29.2	27.7	---	0.9	112	16,000	107	
Baring .....	32.3	33.6	36.2	34.0	1.7	---	137	16,930	113	
Belmont .....	17.4	16.7	18.2	18.1	0.7	---	73	12,490	84	
Haddington-Hestonville .....	15.9	15.5	16.9	18.8	2.9	---	76	9,150	61	
Overbrook .....	16.0	15.9	17.4	19.2	3.2	---	77	10,090	68	
Lancaster-Haddington Subway .....	---	---	17.6	19.3	19.3	---	78	8,710	58	
Baring Subway .....	---	---	18.6	21.4	21.4	---	86	9,430	63	
Haddington-Haverford .....	27.8	25.6	27.8	25.5	2.4	2.3	103	19,170	129	
63 & Vine.....	32.9	27.9	30.0	26.1	---	6.8	105	19,810	133	
Total—Surface .....	22.3	21.9	23.5	23.0	0.7	---	93	14,410	97	
Subway-Elevated .....	22.1	21.1	32.8	34.0	11.9	---	137	98,900	662	
Total with Subway-Elevated .....	22.3	21.8	25.3	25.6	3.3	---	103	19,870	133	
Total Lines Terminating in Delivery District.....	22.7	22.7	25.5	25.9	3.2	---	104	18,060	121	

III. CROSSTOWN LINES:

(a) <i>West Philadelphia:</i>									
Chester Avenue .....	20.2	9.5	11.0	10.7	9.5	44		2,323	16
Chester Avenue Extension .....	4.6	8.1	9.7	10.0	---	40		2,448	16
52 .....	23.2	27.1	34.2	35.4	12.2	143		39,860	267
58 & 60.....	13.2	15.7	20.1	21.4	8.2	86		17,200	115
Zoo .....	6.7	6.8	6.6	6.1	0.6	24		406	3
Bala .....	4.4	7.4	12.2	20.2	15.8	81		5,730	38
Total .....	18.5	18.1	22.8	24.8	6.3	100		12,780	86
(b) <i>South Philadelphia:</i>									
Point Breeze .....	11.4	11.1	10.6	9.9	1.5	40		3,105	21
Catharine & Bainbridge .....	17.4	15.9	13.6	17.8	0.4	72		10,500	70
Federal & Wharton .....	20.6	18.6	16.5	21.8	1.2	88		15,310	103
Lombard & South .....	23.5	22.8	22.6	22.2	1.3	90		21,280	143
Total .....	21.3	14.7	16.1	17.0	4.3	69		15,490	101

## OPERATING STATISTICS

# PASSENGER RECEIPTS BY LINES

## PER CAR MILE AND PER MILE OF ROUTE (Concluded)

### III. CROSTOWN LINES (Continued):

(c) *North Philadelphia*:

OWN LINES (Continued): <i>North Philadelphia:</i>	YEAR TO JUNE 30	PER CAR MILE					PER MILE OF ROUTE		
		1907 (A)	1908 (B)	1909 (C)	1910 (D)	Increase 3 Years	Decrease 3 Years	Per Cent. of Average of Surface Lines 1910	Amount 1910
Race & Vine.....	11.2¢	10.8¢	10.8¢	13.8¢	2.6¢	.....	56%	\$4,960	33%
Callowhill .....	13.1	11.8	11.6	12.1	.....	1.0¢	49	5,880	39
Beach .....	13.3	12.6	12.6	14.2	0.9	.....	57	8,060	54
Girard-Belmont .....	22.0	22.9	24.1	24.6	2.6	.....	99	15,460	104
Girard .....	25.8	27.1	31.3	30.6	4.8	.....	124	25,460	171
Jefferson .....	20.1	19.8	19.2	19.5	.....	0.6	79	11,250	75
York & Dauphin.....	21.4	22.3	23.6	23.0	1.6	.....	93	19,400	130
Lehigh .....	22.4	23.2	27.1	27.5	5.1	.....	111	26,220	176
Erie .....	10.5	14.3	15.6	20.5	10.0	.....	83	13,730	92
Allegheny .....	24.4	29.9	35.8	33.9	9.5	.....	137	17,800	119
Allegheny Short Line.....	.....	.....	.....	31.1	31.1	.....	125	1,602	11
Olney .....	10.8	12.1	13.3	13.6	2.8	.....	35	8,980	60
Frankford-Bridsburg .....	7.1	8.2	9.4	9.9	2.8	.....	40	1,732	12
Glenside .....	13.3	15.2	16.6	16.3	3.0	.....	66	7,320	49
Total .....	18.1	19.5	21.3	21.8	3.7	.....	88	12,700	85
Crosstown Lines.....	18.6	19.4	21.2	22.2	3.6	.....	90	13,020	87

#### IV. SUBURBAN LINES:

Cheltenham	11.4	15.1	16.4	15.9	4.5	64	9,370	63
Cheltenham-Willow Grove	14.5	14.7	14.2	15.1	0.6	61	2,320	16
Doylstown	12.6	13.3	13.7	14.7	2.1	59	1,655	11
Hatboro	14.3	14.8	16.7	18.1	3.8	73	11,100	74
Torresdale	11.6	14.4	15.3	10.5	.....	42	2,240	15
Chester	11.3	12.1	12.4	12.0	0.7	48	2,505	17
Medford	13.9	12.7	12.5	12.9	.....	52	2,340	16
Lansdowne	4.5	10.3	17.9	10.8	6.3	44	8,180	55
Middletown	14.2	15.9	16.0	16.7	2.5	67	6,290	42
Island Road	12.4	14.1	15.1	14.3	1.9	58	2,738	18
Total Suburban Lines	.....	.....	.....	.....	.....	.....	.....	.....
Total Surface Lines	22.2	22.6	24.6	24.8	2.6	100	14,920	100
Subway-Elevated	22.1	21.1	32.8	34.0	11.9	137	98,900	663
Total All Lines	22.3¢	22.5¢	25.0¢	25.4¢	3.1¢	102%	\$16,000	107%

(A) Subway-Elevated began operation west of City Hall, March, 1907.  
 (B) " " " " from City Hall to 2nd Street, August, 1908, and from 2nd to South Street, October, 1908.  
 (C) Strike from May 29 to June 6, 1909.  
 (D) Strike from February 19 to April 2, 1910.

(This statement compiled from information furnished by the Company.)





# OPERATING STATISTICS

## OPERATING STATISTICS BY UNITS

### SURFACE SYSTEM

	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
PASSENGER RECEIPTS:							
Per Revenue Passenger (Including Exchanges) .....	4.26¢	4.27¢	4.47¢	4.88¢	0.62¢	.....	14.6%
" Total Passenger (All Classes) .....	3.68¢	3.59¢	3.93¢	4.14¢	0.46¢	.....	12.5
" Car Mile .....	22.2¢	22.6¢	24.6¢	24.8¢	2.6¢	.....	11.7
" Car Hour .....	\$1.74	\$1.78	\$1.94	\$1.98	\$0.24	.....	13.8
" Round Trip .....	\$2.74	\$2.75	\$2.99	\$3.11	\$0.37	.....	13.5
" Average Maximum Car .....	\$9,400	\$9,550	\$10,016	\$9,320	.....	\$80	— 0.9
" Mile of Track .....	\$33,250	\$33,000	\$31,700	\$30,350	.....	\$2,900	— 8.7
" Mile of Street & Right of Way .....	\$46,800	\$46,750	\$45,000	\$43,000	.....	\$3,800	— 8.1

### OPERATING EXPENSES (F):

Per Cent. of Gross Earnings .....	55.1%	53.1%	50.7%	54.9%	.....	0.2	— 0.4
" Revenue Passenger (Including Exchanges) .....	2.38¢	2.30¢	2.34¢	2.76¢	0.38¢	.....	15.9
" Total Passenger (All Classes) .....	2.06¢	1.93¢	2.05¢	2.34¢	0.28¢	.....	13.6
" Car Mile .....	12.5¢	12.2¢	12.8¢	14.0¢	1.5¢	.....	12.0
" Car Hour .....	\$0.98	\$0.96	\$1.01	\$1.12	\$0.14	.....	14.3
" Round Trip .....	\$1.54	\$1.47	\$1.56	\$1.76	\$0.22	.....	0.1
" Average Maximum Car .....	\$5,270	\$5,150	\$5,220	\$5,275	\$5	.....	7.7
" Mile of Track .....	\$18,600	\$17,780	\$16,500	\$17,160	.....	\$1,440	—
Maintenance of Way, Structures and Line per Mile Single Track Operated (F) .....	\$2,506	\$1,929	\$1,517	\$1,714	.....	\$792	— 31.6
Maintenance of Equipment per Average Maximum Car Operated .....	\$523	\$476	\$521	\$545	\$22	.....	4.2
Power per Kilowatt Hour Distributed (F) .....	(E) 0.55¢	(E) 0.65¢	0.72¢	0.72¢	0.17¢	.....	30.9
Platform Wages per Car Hour .....	41.7¢	42.3¢	42.6¢	46.0¢	4.3¢	.....	10.3
Other Expense Operation of Cars per Average Maximum Car Operated .....	\$233	\$241	\$276	\$266	\$33	.....	14.2

- (A) Subway-Elevated began operation west of City Hall, March, 1907.  
 (B) " " " from City Hall to 2nd St., August, 1908, and from 2nd to South St., October, 1908.  
 (C) Strike from May 29 to June 6, 1909. Extraordinary expenses account of strike not included in Operating Expenses.  
 (D) " " February 19 to April 2, 1910. Extraordinary expenses account of strike not included in Operating Expenses.  
 (E) Subway-Elevated power costs not segregated in these years.  
 (F) Subject to adjustments made by the Company through Profit and Loss account.

(This statement compiled from information furnished by the Company.)

OPERATING STATISTICS

OPERATING STATISTICS BY UNITS

SURFACE SYSTEM

	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
REVENUE PASSENGERS INCLUDING EXCHANGES:							
Per Car Mile .....	5.2	5.3	5.5	5.1	.....	0.1	— 1.9%
“ Car Hour .....	41	41	43	41	.....	.....	.....
“ Round Trip .....	64	64	67	64	.....	.....	.....
“ Average Maximum Car .....	221,500	223,500	223,500	190,500	.....	31,000	— 14.0
“ Mile Track .....	779,000	772,000	707,500	620,000	.....	159,000	— 20.4
“ Mile Street & Right of Way .....	1,100,000	1,096,000	1,003,000	881,000	.....	219,000	— 19.9
Transfer Passengers—Per Cent. of Revenue Passengers, including Exchanges .....							
Exchange Passengers—Per Cent. of Revenue Passengers .....	15.0	18.5	13.5	17.2	2.2	.....	14.7
Deadhead Passengers—Per Cent. of Revenue Passengers, including Exchanges .....	27.5	17.8	10.2	12.5	.....	15	— 54.5
TOTAL PASSENGERS (All Classes) :							
Per Car Mile .....	6.1	6.3	6.3	6.0	.....	0.1	— 1.6
“ Car Hour .....	48	49	49	48	.....	.....	.....
“ Round Trip .....	74	76	76	75	.....	1	— 1.4
“ Average Maximum Car .....	256,500	265,500	256,000	225,000	.....	31,500	— 12.3
“ Mile of Track .....	903,000	920,000	808,000	732,000	.....	171,000	— 19.0
“ Mile of Street & Right of Way .....	1,274,000	1,305,000	1,149,000	1,038,500	.....	235,500	— 18.4
CAR MILES:							
Per Car Hour (Average Speed) .....	7.9	7.9	7.9	8.0	0.1	.....	1.3
“ Round Trip (Average Length) .....	12.3	12.1	12.1	12.5	0.2	.....	1.6
“ Average Maximum Car .....	42,250	42,450	40,800	37,550	.....	4,700	— 11.1
“ Mile of Track .....	149,600	146,000	128,900	122,000	.....	27,600	— 18.4
“ Mile of Street & Right of Way .....	211,000	207,500	183,200	173,500	.....	37,500	— 17.8
CAR HOURS:							
Per Round Trip .....	1.56	1.55	1.54	1.57	0.01	.....	0.6
“ Average Maximum Car per Day .....	14.8	14.8	14.2	12.9	.....	1.9	— 12.8
AVERAGE MAXIMUM CARS:							
Per Mile of Track (Car Spacing) .....	3.5	3.5	3.2	3.3	.....	0.2	— 5.7
“ Mile of Street & Right of Way .....	4.9	4.9	4.5	4.6	.....	0.3	— 6.1
KILOWATT HOURS:							
Per Total Passenger .....	0.38	0.40	0.42	0.45	0.07	.....	18.4
“ Car Mile .....	2.3	2.5	2.6	2.7	0.4	.....	17.4
“ Round Trip .....	28.4	30.3	32.2	33.8	5.4	.....	19.1
“ Average Maximum Car .....	98,000	106,000	107,700	102,000	4,000	.....	4.1
MILES OF SINGLE TRACK OPERATED:							
Per Mile of Street & Right of Way .....	1.41	1.42	1.42	1.41	0.01	.....	.....

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(This statement compiled from information furnished by the Company.)



## OPERATING STATISTICS

## OPERATING EXPENSES (E)

# SURFACE SYSTEM

		YEAR TO JUNE 30							
		1907	1908	1909	1910	INCREASE	DECREASE	PER CENT.	
		(A)	(B)	(C)	(D)	3 Years	3 Years		
MAINTENANCE OF WAY AND STRUCTURES									
Bridges .....	\$17,519	\$13,633	\$11,437	\$13,186	.....	\$4,333	—	24.7%	
Roadway .....	982,687	756,418	590,692	688,112	.....	294,575	—	30.0	
Overhead Line .....	227,063	177,214	145,631	169,967	.....	57,096	—	25.1	
Conduits .....	18,628	14,530	12,184	14,043	.....	4,585	—	24.6	
Buildings .....	60,707	47,270	31,143	20,060	.....	40,647	—	67.0	
Snow and Ice Removal .....	16,573	12,877	10,795	10,161	.....	6,412	—	38.7	
Stable Expense .....	13,443	10,452	8,768	10,111	.....	3,332	—	24.8	
Miscellaneous .....	17,264	13,482	11,313	9,483	.....	7,781	—	45.1	
Total .....	1,353,884	1,045,876	821,963	935,123	.....	418,761	—	30.9	
MAINTENANCE OF EQUIPMENT									
Motors .....	304,622	267,784	263,302	325,362	20,740	.....	.....	6.8	
Car Bodies and Trucks .....	500,263	462,188	476,057	481,270	.....	18,993	—	3.8	
Cleaning and Supplies .....	133,548	107,069	97,831	103,918	.....	29,630	—	22.1	
Miscellaneous .....	58,683	53,522	56,918	58,049	.....	634	—	1.1	
Total .....	997,116	890,563	894,109	968,599	.....	28,517	—	2.9	
OPERATION OF CARS									
Total Maintenance .....	2,351,000	1,936,439	1,716,072	1,903,722	.....	447,278	—	19.0	
Platform Wages .....	4,276,873	4,277,247	3,767,325	3,848,270	.....	428,603	—	10.0	
Flagmen, Switchmen, etc. ....	120,354	105,522	107,562	129,483	.....	.....	—	7.6	
Depot Expense .....	134,421	139,586	184,353	90,314	.....	44,107	—	32.8	
Miscellaneous .....	189,766	206,440	182,604	252,240	62,474	.....	.....	32.9	
Total .....	4,721,414	4,728,795	4,241,844	4,320,307	.....	401,107	—	8.5	
POWER									
Steam Plant (Maintenance) .....	69,768	86,323	95,729	98,453	28,685	.....	.....	41.1	
Electric Plant (Maintenance) .....	19,153	23,593	26,576	25,396	6,243	.....	.....	32.6	
Fuel .....	732,655	906,391	980,366	876,004	143,349	.....	.....	19.6	
Labor .....	184,707	228,610	194,657	257,026	72,319	.....	.....	39.2	
Oil, Waste and Packing .....	11,383	14,082	15,933	16,150	4,767	.....	.....	41.9	
Water .....	7,679	9,510	10,238	7,333	.....	346	—	4.5	
Miscellaneous .....	9,478	11,705	12,794	12,544	3,066	.....	.....	32.3	
Total .....	1,034,823	1,280,214	1,336,293	1,292,906	253,083	.....	.....	24.9	
GENERAL EXPENSES									
Total Transportation .....	5,756,237	6,009,009	5,578,137	5,613,213	.....	143,024	—	2.4	
Salaries .....	160,865	154,779	147,704	167,797	6,932	.....	.....	4.3	
Office Expense .....	40,693	39,845	37,109	38,156	2,537	.....	.....	6.2	
Legal .....	66,000	80,700	64,898	78,476	12,476	.....	.....	18.9	
Accidents .....	1,217,587	1,097,326	1,061,271	1,146,092	.....	71,495	—	5.9	
Heat .....	30,742	26,679	22,448	19,632	.....	11,110	—	36.1	
Light .....	12,769	11,565	20,470	21,895	9,126	.....	.....	71.5	
Insurance .....	150,000	66,667	49,833	50,000	.....	100,000	—	66.7	
Detectives .....	55,243	51,404	45,597	59,285	4,042	.....	.....	7.3	
Rent .....	4,700	4,700	4,700	4,700	.....	.....	.....	.....	
Engineering .....	60,489	46,752	44,988	42,306	.....	18,183	—	30.1	
Printing .....	36,910	39,755	42,704	32,981	.....	3,929	—	10.6	
Miscellaneous .....	101,613	77,359	127,524	186,903	85,290	.....	.....	83.9	
Total General Expenses .....	1,937,611	1,697,531	1,669,246	1,848,223	.....	89,388	—	4.6	
Total Operating Expenses .....	\$10,044,848	\$9,642,979	\$8,963,455	\$9,365,158	.....	\$679,690	—	6.8%	

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 (D) " February 19 to April 2, 1910. Extraordinary expenses account of strike not included in Operating Expenses.  
 (E) Classification of accounts in use by the Company, and subject to adjustments made by Company through Profit and Loss account.

(This statement compiled from information furnished by the Company.)



## PER CENT. OF GROSS EARNINGS AND PER CAR MILE (E)

(C) Strike from May 29 to June 6, 1909. Extraordinary expenses account of strike not included in Operating Expenses.

(D) " February 19 to April 2, 1910. Extraordinary expenses account of strike not included in Operating Expenses.

(E) Classification of accounts in use by the Company, and subject to adjustments made by Company through Profit and Loss account

(F) Gross earnings including receipts from all sources.

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# OPERATING STATISTICS

## SUMMARY

### SUBWAY-ELEVATED

REVENUE AND EXPENSES	YEAR TO JUNE 30				INCREASE 1909-1910	DECREASE 1909-1910	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
Gross Earnings, including Receipts from All Sources .....	\$120,658	\$387,106	\$1,122,208	\$1,455,780	\$333,572	.....	29.7%
Passenger Receipts .....	\$120,658	\$387,106	\$1,118,472	\$1,447,633	\$329,161	.....	29.4
Operating Expenses .....	\$50,250	\$151,529	\$401,283	\$521,601	\$120,318	.....	30.0

### TRAFFIC

Revenue Passengers (5¢ Cash and Tickets) .....	2,413,165	7,742,124	22,369,443	28,052,660	6,583,217	.....	29.4
Transfer Passengers (Free) .....	1,679,563	6,254,282	4,025,456	4,904,256	878,800	.....	21.8
Total, All Classes.....	4,092,728	13,996,406	26,394,899	33,856,916	7,462,017	.....	28.3

### SERVICE

Train Miles .....	218,512	990,712	1,213,943	1,483,752	269,809	.....	22.2
Car Miles .....	546,167	1,837,091	3,413,904	4,258,123	844,219	.....	24.7
Car Hours .....	44,818	153,571	272,543	329,043	56,501	.....	20.7
Round Trips (Car) .....	53,778	184,262	242,689	290,657	47,968	.....	19.8
Average Maximum Cars Operated (F) .....	33.0	35.3	69.3	86.5	17.2	.....	24.8
Kilowatt Hours Distributed, D. C.....	2,894,685	9,736,582	18,093,691	22,568,052	4,474,361	.....	24.7%

### TRACKAGE

Miles of Single Track Operated.....	9.97	12.78	14.65	14.65	.....	.....	
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 (F) Average of Monthly Maxima.

(This statement compiled from information furnished by the Company.)

# OPERATING STATISTICS

## OPERATING STATISTICS BY UNITS

### SUBWAY-ELEVATED

	YEAR TO JUNE 30				INCREASE		DECREASE		PER CENT
	1907 (A)	1908 (B)	1909 (C)	1910 (D)	1909-1910	1909-1910	1909-1910		
PASSENGER RECEIPTS									
Per Revenue Passenger.....	5.00¢	5.00¢	5.00¢	5.00¢	.....	.....	.....	.....	.....
“ Total Passenger (All Classes).....	2.95¢	2.76¢	4.24¢	4.27¢	0.03¢	.....	.....	.....	0.7%
“ Train Mile.....	55.20¢	39.08¢	92.20¢	97.50¢	5.48¢	.....	.....	.....	6.0
“ Car Mile.....	22.1¢	21.1¢	32.8¢	34.0¢	1.2¢	.....	.....	.....	3.7
“ Car Hour.....	\$2.69	\$2.52	\$4.10	\$4.40	\$0.30	.....	.....	.....	7.3
“ Round Trip.....	\$2.24	\$2.10	\$4.61	\$4.98	\$0.37	.....	.....	.....	8.0
“ Average Maximum Car.....	\$3,660	\$10,960	\$16,120	\$16,720	\$600	.....	.....	.....	3.7
“ Mile of Track.....	\$12,100	\$30,800	\$76,380	\$98,800	\$22,420	.....	.....	.....	29.4
OPERATING EXPENSES									
Per Cent. of Gross Earnings.....	41.6%	39.2%	35.8%	35.8%	.....	.....	.....	.....	.....
“ Revenue Passenger.....	2.08¢	1.96¢	1.79¢	1.80¢	0.01¢	.....	.....	.....	0.5
“ Total Passenger (All Classes).....	1.23¢	1.08¢	1.52¢	1.54¢	0.02¢	.....	.....	.....	1.0
“ Train Mile.....	23.00¢	15.30¢	33.05¢	35.10¢	2.05¢	.....	.....	.....	6.2
“ Car Mile.....	9.2¢	8.3¢	11.8¢	12.3¢	0.5¢	.....	.....	.....	4.2
“ Car Hour.....	\$1.12	\$0.99	\$1.47	\$1.58	\$0.11	.....	.....	.....	7.5
“ Round Trip.....	\$0.94	\$0.82	\$1.65	\$1.79	\$0.14	.....	.....	.....	8.5
“ Average Maximum Car.....	\$1,521	\$4,294	\$5,790	\$6,036	\$246	.....	.....	.....	4.3
“ Mile of Track.....	\$5,040	\$11,870	\$27,390	\$35,580	\$2,750	.....	.....	.....	8.4
Maintenance of Way & Structures per Mile Single Track used.....	\$693	\$1,140	\$4,620	\$6,130	\$1,510	.....	.....	.....	32.6
Maintenance of Equipment per Average Maximum Car Operated.....	\$288	\$699	\$645	\$594	.....	.....	\$51	.....	7.9
Power per Kilowatt Hour Distributed.....	(E)	(E)	0.74¢	0.68¢	.....	.....	0.06¢	.....	8.1
Platform Wages per Car Hour.....	23.4¢	25.4¢	24.4¢	25.6¢	1.2¢	.....	.....	.....	4.9
Other Expense Operation of Cars per Average Maximum Car Operated.....	\$520	\$1,548	\$1,518	\$1,438	.....	.....	\$80	.....	5.3%

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 (D) “ “ February 19 to April 2, 1910. Extraordinary expenses account of strike not included in Operating Expenses.  
 (E) Subway-Elevated power costs not segregated in these years.

(This statement compiled from information furnished by the Company.)

# OPERATING STATISTICS

## OPERATING STATISTICS BY UNITS

### SUBWAY-ELEVATED

	YEAR TO JUNE 30				INCREASE	DECREASE	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)	1909-1910	1909-1910	
REVENUE PASSENGERS (5¢ CASH AND TICKET).							
Per Train Mile .....	11.0	7.8	18.4	19.5	1.1	.....	6.0%
“ Car Mile .....	4.4	4.2	6.6	6.8	0.2	.....	3.0
“ Car Hour .....	53.8	50.5	82.0	88.0	6.0	.....	7.3
“ Round Trip .....	44.9	42.0	92.1	99.6	7.5	.....	8.1
“ Average Maximum Car .....	73,100	219,500	322,400	334,600	12,200	.....	3.8
“ Mile of Track .....	242,000	606,000	1,525,000	1,977,000	452,000	.....	29.6
TRANSFER PASSENGERS.							
Per Cent. of Revenue Passengers.....	69.5%	80.7%	18.1%	16.9%	.....	1.2%	— 6.6
TOTAL PASSENGERS (ALL CLASSES).							
Per Train Mile .....	18.7	14.1	21.7	22.8	1.1	.....	5.1
“ Car Mile .....	7.5	7.6	7.7	7.9	0.2	.....	2.6
“ Car Hour .....	91.3	91.1	96.8	102.9	6.1	.....	6.3
“ Round Trip .....	76.0	75.9	108.6	116.3	7.7	.....	7.1
“ Average Maximum Car .....	124,000	396,600	380,500	391,400	10,900	.....	2.9
“ Mile of Track .....	410,300	1,094,000	1,800,000	2,309,000	509,000	.....	28.3
CAR MILES.							
Per Car Hour (Average Speed) .....	12.2	11.9	12.5	12.9	0.4	.....	3.2
“ Round Trip (Average Length of Trip) .....	10.2	10.0	14.1	14.6	0.5	.....	3.5
“ Average Maximum Car .....	16,550	52,010	49,300	49,200	.....	100	— 0.2
“ Mile of Track .....	54,850	143,600	232,900	290,200	57,300	.....	24.6
CAR HOURS.							
Per Round Trip .....	0.83	0.83	1.12	1.13	0.01	.....	0.9
“ Average Maximum Car per Day.....	1,357	4,360	3,934	3,806	.....	128	— 3.3
AVERAGE MAXIMUM CARS PER DAY.							
Per Mile of Track .....	3.3	2.8	4.7	5.9	1.2	.....	25.5
KILOWATT HOURS.							
Per Total Passenger .....	0.71	0.70	0.69	0.67	.....	0.02	— 2.9
“ Train Mile .....	13.2	9.8	14.9	15.2	0.3	.....	2.0
“ Car Mile .....	5.3	5.3	5.3	5.3	.....	.....	.....
“ Round Trip .....	53.8	52.8	74.5	77.5	3.0	.....	4.0%
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# OPERATING STATISTICS

## DETAILS OF INCOME

# SURFACE AND SUBWAY-ELEVATED SYSTEMS

	YEAR TO JUNE 30				INCREASE		DECREASE		PER CENT.
	1907	1908	1909	1910	3 Years	3 Years	3 Years	3 Years	
	(A)	(B)	(C)	(D)					
SURFACE SYSTEM.									
GROSS EARNINGS FROM OPERATION:									
Passengers .....	\$17,904,861	\$17,901,657	\$17,188,491	\$16,531,518	.....	.....	\$1,433,343	.....	— 8.0%
Chartered Cars .....	9,984	11,317	10,567	11,949	\$1,965	.....	.....	.....	19.7
Mail .....	43,900	43,362	46,510	38,106	.....	.....	5,794	.....	— 13.2
Milk .....	.....	849	8,863	10,940	10,940	.....	.....	.....	.....
Freight .....	.....	.....	.....	3,996	3,996	.....	.....	.....	.....
Ashes (Hauling City Ash Collections) .....	.....	.....	160,417	178,756	178,756	.....	.....	.....	.....
Newspapers .....	8,499	9,297	8,584	13,962	5,463	.....	.....	.....	64.3
Advertising (Includes Subway-Elevated) .....	114,564	118,028	129,220	160,732	46,168	.....	.....	.....	40.3
Total .....	\$18,141,808	\$18,084,510	\$17,552,652	\$16,949,959	.....	.....	\$1,191,849	.....	— 6.6
OPERATING EXPENSES .....									
NET EARNINGS .....	10,044,848	9,642,979	8,963,455	9,365,158	.....	.....	679,690	.....	— 6.8
OTHER RECEIPTS:									
Willow Grove Park Account .....	48,611	48,206	26,222	6,263	.....	.....	42,348	.....	— 87.1
Rents .....	18,024	23,115	24,833	24,187	6,163	.....	.....	.....	34.2
Phila. & Reading Settlement .....	9,517	7,559	4,634	4,883	.....	.....	4,634	.....	— 48.7
Interest .....	2,073	7,006	67,445	60,283	58,210	.....	.....	.....	.....
Total .....	78,225	85,886	123,134	95,616	17,391	.....	.....	.....	22.1
GROSS INCOME .....	\$8,175,185	\$8,527,417	\$8,712,331	\$7,680,417	.....	.....	\$494,768	.....	— 6.1%
SUBWAY-ELEVATED SYSTEM.									
GROSS EARNINGS FROM OPERATION:									
Passenger Receipts .....	\$120,658	\$387,106	\$1,118,472	\$1,447,633	INCREASE 1 Year	INCREASE 1 Year	.....	.....	29.4%
Advertising (Included in Surface) OPERATING EXPENSES .....	50,250	151,529	401,283	521,601	120,318	.....	.....	.....	30.0
NET EARNINGS .....	70,408	235,577	717,189	926,032	208,843	.....	.....	.....	29.0
OTHER RECEIPTS—RENTS .....	.....	.....	3,736	8,147	4,411	.....	.....	.....	118.3
GROSS INCOME .....	\$70,408	\$235,577	\$720,925	\$934,179	\$213,254	.....	.....	.....	29.5%

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# OPERATING STATISTICS

## INCOME ACCOUNT

### SURFACE AND SUBWAY-ELEVATED SYSTEMS COMBINED

	YEAR TO JUNE 30						
	1907 (A)	1908 (B)	1909 (C)	1910 (D)	INCREASE 3 Years	DECREASE 3 Years	PER CENT.
GROSS EARNINGS FROM OPERATION							
Surface .....	\$18,141,808	\$18,084,510	\$17,552,652	\$16,949,959	.....	\$1,191,848	— 6.6%
Subway-Elevated .....	120,658	387,106	1,122,208	1,455,780	\$1,335,122	.....	.....
Total .....	18,262,466	18,471,616	18,674,860	18,405,739	143,274	.....	0.8
OPERATING EXPENSES (E)							
Surface .....	10,044,848	9,642,979	8,963,455	9,365,158	.....	679,690	— 6.8
Subway-Elevated .....	50,250	151,529	401,283	521,601	471,351	.....	.....
Total .....	10,095,098	9,794,508	9,364,738	9,886,759	.....	208,339	— 2.1
NET EARNINGS							
Surface .....	8,096,960	8,441,531	8,589,197	7,584,801	.....	512,159	— 6.3
Subway-Elevated .....	70,408	235,577	717,189	926,032	855,624	.....	.....
Total .....	8,167,368	8,677,108	9,306,386	8,510,833	343,465	.....	4.2
OTHER RECEIPTS .....	78,225	85,886	126,870	103,765	25,540	.....	32.6
GROSS INCOME .....	8,245,593	8,762,994	9,433,256	8,614,598	369,005	.....	4.5
DEDUCTIONS FROM INCOME							
Taxes and Licenses:							
City Tax on Dividends .....	115,579	115,579	115,579	115,579	.....	.....	.....
State Tax on Stock and Loans .....	674,970	577,561	650,000	675,000	30	.....	.....
State Tax on Gross Receipts .....	144,764	146,401	146,611	144,048	.....	716	— 0.5
United States Excise Tax .....	.....	.....	.....	78,428	78,428	.....	.....
Realty & Personalty Tax .....	65,000	52,618	50,959	55,000	.....	10,000	— 15.4
Licenses (Car) .....	120,370	1,968	2,019	2,018	.....	118,352	— 98.3
Fixed Payment to City .....	.....	500,000	499,785	499,785	499,785	.....	.....
Total Taxes and Licenses .....	1,120,683	1,394,127	1,464,953	1,569,858	449,175	.....	40.1
Interest and Rentals .....	7,488,958	7,460,916	8,192,573	8,374,463	885,505	.....	11.8
Total Deductions .....	8,609,641	8,855,043	9,657,526	9,944,321	1,334,680	.....	15.5
DEFICIT .....	\$364,048	\$92,049	\$224,270	\$1,329,723	\$965,675	.....	263.2%

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 (D) " " February 19 to April 2, 1910. Extraordinary expenses account of strike not included in Operating Expenses.  
 (E) Subject to adjustment made by Company through Profit and Loss account.

(This statement compiled from information furnished by the Company.)

## OPERATING EXPENSES (E)

# SURFACE AND SUBWAY-ELEVATED SYSTEMS COMBINED

(A) Subway-Elevated began operation west of City Hall, March, 1907.  
 " " from City Hall to 2nd St., August, 1908, and from 2nd to South St., October, 1908.  
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 (D) Classification of accounts in use by the Company and subject to adjustments made by the Company through Profit and Loss account.

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# OPERATING STATISTICS

## OPERATING EXPENSES (E)

### PER CENT. OF GROSS EARNINGS AND PER CAR MILE

#### SURFACE AND SUBWAY-ELEVATED SYSTEMS COMBINED

	YEAR TO JUNE 30	PER CENT. OF GROSS EARNINGS				PER CAR MILE (Cents)			
		1907 (A)	1908 (B)	1909 (C)	1910 (D)	1907	1908	1909	1910
MAINTENANCE OF WAY & STRUCTURES.									
Surface .....	7.43%	5.76%	4.65%	5.49%	1.68¢	1.32¢	1.18¢	1.40¢	
Subway-Elevated .....	5.72	3.76	6.04	6.17	1.26	0.79	1.98	2.11	
Total .....	7.42	5.71	4.73	5.54	1.67	1.31	1.21	1.45	
MAINTENANCE OF EQUIPMENT.									
Surface .....	5.47	4.90	5.06	5.68	1.24	1.12	1.28	1.45	
Subway-Elevated .....	7.85	6.39	3.98	3.53	1.73	1.35	1.31	1.21	
Total .....	5.49	4.93	4.99	5.51	1.24	1.13	1.28	1.44	
TOTAL MAINTENANCE.									
Surface .....	12.90	10.66	9.71	11.17	2.92	2.44	2.46	2.85	
Subway-Elevated .....	13.57	10.15	10.02	9.70	2.99	2.14	3.29	3.32	
Total .....	12.91	10.64	9.72	11.05	2.91	2.44	2.49	2.89	
OPERATION OF CARS.									
Surface .....	25.91	26.02	24.00	25.35	5.85	5.96	6.06	6.48	
Subway-Elevated .....	22.91	24.20	15.27	14.33	5.06	5.10	5.02	4.90	
Total .....	25.89	25.99	23.48	24.47	5.85	5.94	6.02	6.38	
POWER.									
Surface .....	5.68	7.05	7.56	7.58	1.28	1.62	1.91	1.94	
Subway-Elevated .....	.....	.....	9.72	11.53	.....	.....	3.19	3.94	
Total .....	5.64	6.90	7.69	7.90	1.27	1.58	1.97	2.06	
TOTAL TRANSPORTATION.									
Surface .....	31.59	33.07	31.56	32.93	7.13	7.58	7.97	8.42	
Subway-Elevated .....	22.91	24.20	24.99	25.86	5.06	5.10	8.21	8.84	
Total .....	31.53	32.89	31.17	32.37	7.12	7.52	7.99	8.44	
GENERAL EXPENSES.									
Surface .....	10.64	9.34	9.44	10.84	2.40	2.14	2.39	2.77	
Subway-Elevated .....	5.16	4.80	0.75	0.27	1.14	1.01	0.25	0.09	
Total .....	10.60	9.25	8.93	10.02	2.39	2.11	2.29	2.61	
TOTAL OPERATING EXPENSES.									
Surface .....	55.13	53.07	50.71	54.94	12.45	12.16	12.82	14.04	
Subway-Elevated .....	41.64	39.15	35.76	35.83	9.19	8.25	11.75	12.25	
Total .....	55.04%	52.78%	49.82%	53.44%	12.42¢	12.07¢	12.77¢	13.94¢	

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 (E) Classification of accounts in use by the Company and subject to adjustments made by Company through Profit and Loss account.

(This statement compiled from information furnished by the Company.)



## SUMMARY

## YEAR TO JUNE 30

## Gross Earnings, including Receipts from All Sources

TRAFFIC PASSENGERS

## SERVICE

## TRACKAGE

(A) Subway-Elevated began operation west of City Hall, March, 1907.

(B) " " " from City Hall to 2nd St., August, 1908, and from 2nd to South St., October, 1908.

(C) Strike from May 29 to June 6, 1909. Extraordinary expenses account of strike not included in Operating Expenses.

(D) "February 19 to April 2, 1910. Extraordinary expenses account of strike not included in Operating Expenses.

(D) Average of monthly maxima.

(F) Subject to adjustments made by Company through Profit and Loss account.

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# OPERATING STATISTICS

## OPERATING STATISTICS BY UNITS

### SURFACE AND SUBWAY-ELEVATED SYSTEMS COMBINED

PASSENGER RECEIPTS	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
Per Revenue Passenger (Including Exchanges)	4.26¢	4.28¢	4.51¢	4.90¢	0.64¢	.....	15.0%
" Total Passenger (All Classes)	3.68¢	3.56¢	3.95¢	4.15¢	0.47¢	.....	12.8
" Car Mile	22.3¢	22.5¢	25.0¢	25.4¢	3.1¢	.....	13.9
" Car Hour	\$1.75	\$1.78	\$2.08	\$2.01	\$0.31	.....	17.7
" Average Maximum Car	\$9,327	\$9,570	\$10,256	\$9,656	\$329	.....	3.5
" Mile of Track Operated	\$32,823	\$32,953	\$32,867	\$32,106	.....	\$717	2.2
" Mile of Street and Right of Way	\$46,612	\$47,015	\$47,062	\$45,982	.....	\$630	1.4

OPERATING EXPENSES (E)	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
Per Cent. of Gross Earnings	55.0%	52.8%	49.8%	53.4%	.....	1.6%	2.9
" Revenue Passenger (Including Exchanges)	2.3¢	2.3¢	2.3¢	2.7¢	0.4¢	.....	17.4
" Total Passenger (All Classes)	2.0¢	1.9¢	2.0¢	2.3¢	0.3¢	.....	15.0
" Car Mile	12.4¢	12.1¢	12.8¢	13.9¢	1.5¢	.....	12.1
" Car Hour	\$0.98	\$0.95	\$1.03	\$1.14	\$0.16	.....	16.5
" Average Maximum Car	\$5,206	\$5,125	\$5,246	\$5,309	\$103	.....	2.0
" Mile of Track Operated	\$18,321	\$17,648	\$16,813	\$17,655	.....	\$666	3.6

TAXES AND LICENSES	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
Per Cent. of Gross Earnings	6.1%	7.5%	7.8%	8.5%	2.4%	.....	39.3
" Revenue Passenger (Including Exchanges)	0.26¢	0.30¢	0.36¢	0.43¢	0.17¢	.....	65.5
" Car Mile	1.4¢	1.7¢	2.0¢	2.2¢	0.8¢	.....	57.1
" Average Maximum Car	\$578	\$730	\$821	\$843	\$265	.....	45.8
" Mile of Track Operated	\$2,034	\$2,512	\$2,630	\$2,803	\$769	.....	37.8
" Mile of Street and Right of Way	\$2,888	\$3,584	\$3,766	\$4,015	\$1,127	.....	39.1

INTEREST AND RENTALS	YEAR TO JUNE 30				INCREASE 3 Years	DECREASE 3 Years	PER CENT.
	1907 (A)	1908 (B)	1909 (C)	1910 (D)			
Per Cent. of Gross Earnings	40.7	40.3	43.5	45.3	4.6	.....	11.3
" Revenue Passenger (Including Exchanges)	1.8¢	1.7¢	2.0¢	2.3¢	0.5¢	.....	27.8
" Car Mile	9.2¢	9.2¢	11.2¢	11.8¢	2.6¢	.....	28.2
" Mile of Track	\$13,580	\$13,440	\$14,700	\$14,450	\$870	.....	6.4%

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# OPERATING STATISTICS

## SUMMARY OF SERVICE

# SURFACE AND SUBWAY-ELEVATED SYSTEMS COMBINED

CAR MILES.		YEAR TO JUNE 30		SURFACE AND SUBWAY-LEVIED SYSTEMS COMBINED		Per Cent. of Total, 1910
PASSENGER SERVICE:		1907 (A)	1908 (B)	1909 (C)	1910 (D)	
Surface:						
Motor		80,717,084	79,324,257	69,926,500	66,611,010	93.26%
Trail					74,271	0.10
Total		80,717,084	79,324,257	69,926,500	66,685,281	93.37
Subway-Elevated		546,167	1,837,091	3,413,904	4,258,123	5.96
Total Passenger Service		81,263,251	81,161,348	73,340,404	70,943,404	99.33
OTHER SERVICE:						
Chartered Cars		22,268	27,251	27,221	28,427	0.04
Mail		333,842	310,021	287,352	280,648	0.39
Newspaper		48,309	48,535	47,613	50,266	0.07
Freight			2,755	17,337	43,312	0.06
Ash					75,201	0.11
Total Car Miles.		81,667,670	81,549,910	73,719,927	71,421,258	100.00
Non-Revenue Producing		422,569	422,039	381,370	368,519	0.52
Revenue Producing		81,245,101	81,127,871	73,338,557	71,052,739	99.48
CAR HOURS.						
PASSENGER SERVICE:						
Surface:						
Motor		10,269,315	10,110,199	8,854,152	8,371,421	95.00
Trail					9,612	0.10
Total		10,269,315	10,110,199	8,854,152	8,381,033	95.10
Subway-Elevated		44,818	153,571	272,543	329,043	3.75
Total Passenger Service		10,314,133	10,263,770	9,126,695	8,710,076	98.85
OTHER SERVICE:						
Chartered Cars		10,722	10,907	11,385	11,445	0.13
Mail		38,822	48,342	43,818	39,971	0.46
Newspaper		5,243	7,636	7,531	7,958	0.09
Freight			580	3,668	9,382	0.11
Ash					31,794	0.36
Total Car Hours		10,368,920	10,331,235	9,193,097	8,810,626	100.00
ROUND TRIPS OPERATED.						
PASSENGER SERVICE:						
Surface:						
Motor		6,553,693	6,522,908	5,739,384	5,327,671	94.11
Trail					5,752	0.10
Total		6,553,693	6,522,908	5,739,384	5,333,423	94.21
Subway-Elevated		53,778	184,262	242,689	290,657	5.14
Total Passenger Service		6,607,471	6,707,170	5,982,073	5,624,080	99.35
OTHER SERVICE:						
Chartered Cars		1,687	1,856	2,022	2,133	0.03
Mail		29,949	27,199	23,123	22,410	0.40
Newspaper		2,662	2,674	2,635	2,757	0.04
Freight			58	365	931	0.02
Ash			917	6,735	8,671	0.16
Total Round Trips		6,641,769	6,739,874	6,016,953	5,660,882	100.00%

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# OPERATING STATISTICS

## POPULATION OF PHILADELPHIA

		POPULATION BY U. S. CENSUS			INCREASE 1910 over 1900			Per Cent. of Total Population 1910		Area Acres		Density Population Per Acre 1910	
		1890	1900	1910	Amount	Per Cent.	Amount	Per Cent.					
NORTHEAST. Frankford and Bridesburg:													
Ward 23	35,294	26,109	32,133	-9,185	-26%	6,024	23%	2.1%	2,051	16			
" 35	8,614	10,484	11,328	8,614	22	1,870	22	0.7	21,287	1			
" 41	11,328	15,640	11,328	11,328	38	4,312	38	1.0	4,000	4			
Total	35,294	46,051	58,257	10,757	31	12,206	27	3.8	27,338	2			
Kensington and Richmond:													
Ward 18	29,164	29,643	27,134	479	2	-2,509	-8	1.8	416	65			
" 25	35,945	51,753	42,510	15,808	44	-9,243	-18	2.7	704	60			
" 31	32,974	33,139	30,863	165	1	-2,276	-7	2.0	456	68			
" 33	33,171	65,372	51,769	32,201	97	-13,603	-21	3.3	1,909	27			
" 45	26,234	26,234	26,234	.....	.....	26,234	.....	1.7	1,984	13			
Total	131,254	179,907	178,510	48,653	37	-1,397	-1	11.5	5,469	33			
Total Northeast	166,548	225,958	236,767	59,410	36	10,809	5	15.3	32,807	7			
GERMANTOWN AND MANAYUNK.													
Ward 21	26,900	32,168	35,406	5,268	19	3,238	10	2.3	4,563	8			
" 22	45,329	64,655	70,245	19,326	43	5,590	9	4.5	6,874	10			
" 42	23,610	23,610	23,610	.....	.....	23,610	.....	1.5	5,864	4			
Total	72,229	96,823	129,261	24,594	34	32,438	34	8.4	17,301	7			
NORTH PHILADELPHIA. Vine St. to Wingohocking St.:													
East of Broad Street:													
Ward 11	12,953	11,843	11,619	-1,110	-9	-224	-2	0.8	134	87			
" 12	14,170	13,850	15,152	-320	-3	1,302	9	1.0	124	122			
" 13	17,923	17,427	19,769	-496	-3	2,342	13	1.3	166	119			
" 14	20,737	19,405	19,477	-1,332	-6	72	.....	1.3	152	128			
" 16	17,087	15,788	16,175	-1,299	-8	387	2	1.0	180	90			
" 17	19,546	17,908	17,484	-1,638	-8	-424	-2	1.1	161	108			
" 19	55,545	55,246	52,283	-299	-1	-2,963	-5	3.4	447	117			
" 20	44,480	43,276	45,356	-1,204	-3	2,080	5	2.9	470	97			
" 37	22,445	22,445	23,110	22,445	.....	665	3	1.5	333	70			
" 43	43,260	43,260	43,260	.....	.....	43,260	.....	2.8	935	46			
Total	202,441	217,188	263,685	14,747	7	46,497	21	17.0	3,102	85			
West of Broad Street:													
Ward 15	52,705	50,379	47,273	-2,326	-4	-3,106	-6	3.1	671	70			
" 28	46,390	43,931	49,242	-2,459	-5	5,311	12	3.2	655	75			
" 29	54,759	60,096	30,217	5,337	10	-29,879	-50	2.0	526	58			
" 32	30,050	39,889	40,293	9,839	33	404	1	2.6	518	78			
" 38	33,104	33,104	48,939	33,104	48	15,835	48	3.2	2,554	19			
" 47	30,002	30,002	30,002	.....	.....	30,002	.....	1.9	370	81			
Total	183,904	227,399	245,966	43,495	24	18,567	8	15.9	5,294	47			
Total North Philadelphia	386,345	444,587	509,651	58,242	15	65,064	15	32.9	8,396	61			



OPERATING STATISTICS

POPULATION OF PHILADELPHIA (Concluded)

ORIGINAL CITY LIMITS.		POPULATION			INCREASE			Per Cent of Total Population 1910	Area Acres	Density Population Per Acre 1910
Vine St. to South St.: Delaware to Schuylkill River:		1890	1900	1910	1900 over 1890 Amount	Per Cent.	1910 over 1900 Amount	Per Cent.		
Ward 5		16,987	16,868	17,006	—119	—1%	138	1%	205	83
" 6		8,712	8,042	6,374	—670	—8	—1,668	—21	205	31
" 7		30,179	28,137	27,425	—2,042	—7	—712	—3	281	98
" 8		16,971	15,757	13,965	—1,214	—7	—1,792	—11	278	50
" 9		9,791	6,953	5,071	—2,838	—29	—1,882	—27	256	20
" 10		21,514	19,967	19,426	—1,547	—7	—541	—3	230	85
Total		104,154	95,724	89,267	—8,430	—8	—6,457	—7	1,455	61
SOUTH PHILADELPHIA.										
South of South Street: East of Broad Street:										
Ward 1		53,882	37,919	47,712	—15,963	—30	9,793	26	448	106
" 2		31,563	35,206	40,536	3,643	12	5,330	15	283	143
" 3		19,925	24,693	25,747	4,768	24	1,054	4	122	211
" 4		20,384	22,562	22,316	2,178	11	—246	—1	146	153
" 39			40,377	54,393	40,377	—	14,016	35	3,078	17
Total		125,754	160,757	190,704	35,003	28	29,947	19	4,077	47
West of Broad Street:										
Ward 26		62,138	45,615	54,842	—16,523	—27	9,227	20	896	61
" 30		30,614	28,874	29,209	—1,740	—6	335	1	332	88
" 36			46,811	61,379	46,811	—	14,568	31	2,892	21
Total		92,752	121,300	145,430	28,548	31	24,130	20	4,120	35
Total South Philadelphia		218,506	282,057	336,134	63,551	29	54,077	19	8,197	41
WEST PHILADELPHIA.										
North of Market Street:										
Ward 24		42,556	53,200	54,681	10,644	25	1,481	3	2,656	21
" 34		23,721	43,706	49,575	19,985	77	5,869	13	2,820	18
" 44				39,138		—	39,138	—	748	52
Total		66,277	96,906	143,394	30,629	46	46,488	48	6,224	23
South of Market Street:										
Ward 27		32,905	32,204	24,255	—701	—2	—7,949	—25	966	25
" 40			19,438	41,820	19,438	—	22,382	115	5,177	8
" 46				38,459		—	38,459	—	1,792	21
Total		32,905	51,642	104,534	18,737	57	52,892	103	7,935	13
Total West Philadelphia		99,182	148,548	247,928	49,366	50	99,380	67	14,159	17
Total		1,046,964	1,293,697	1,549,008	246,733	24%	255,311	20%	82,315	19



COMPARATIVE OPERATING STATISTICS OF LARGE AMERICAN  
STREET RAILWAY SYSTEMS

# OPERATING STATISTICS

## PRIMARY OPERATING STATISTICS

### OF LARGE AMERICAN SURFACE STREET RAILWAY SYSTEMS

	Year to June 30, 1910 (A)	Brooklyn June 30, 1910 (B)	Boston September 30, 1903 (C)	Chicago January 31, 1910 (D)	Philadelphia June 30, 1910 (E)
1. TRACK					
(a) Track Operated (single track miles) .....	494.62	512.05	410.04	572.93	545.74
(b) Railway Line—First Track (miles) .....	265.00 (F)	261.74	221.54	294.00 (F)	384.06
2. SERVICE					
(a) Car Miles .....	68,960,734	55,451,365	43,599,806	81,477,682	66,685,281
(b) Car Hours .....	9,230,898	6,925,425	4,466,944	.....	8,381,033
(c) Seat Miles (in thousands) .....	2,668,749	2,495,508	.....	.....	2,274,000 (F)
(d) Car Round Trips.....	3,318,393 (G) (H)	6,293,879 (G)	4,716,801	.....	5,333,423
(e) Average Maximum Cars Operated.....	2,464 (G)	1,709 (I)	1,600 (F)	.....	1,776 (I)
3. POWER					
(a) Total Rated Capacity (K.W.) .....	62,500 (G)	106,130 (J) (G)	47,663 (J)	73,709	66,775 (J)
(b) Total Output (K.W.Hrs.) .....	200,170,854 (G)	329,135,010 (J) (G)	164,571,087 (J)	284,556,345	180,582,513
4. PASSENGERS					
(a) Revenue Passengers .....	430,679,014	298,701,624	236,373,190	429,095,877	338,525,650 (K)
(b) Transfer Passengers .....	160,538,291	149,009,737	115,080,235	310,907,040 (L)	60,501,687 (L)
(c) Total Passengers .....	591,217,605 (M)	447,711,361 (M)	351,453,425 (M)	740,002,917	399,027,337
5. GROSS EARNINGS			(J)		
(a) Passenger Receipts .....	\$21,465,290	\$14,537,603	\$14,024,768	\$21,305,497	\$16,531,519
(b) Other Receipts .....	1,489,771	589,111	469,085	646,208	514,058
(c) Total Gross Earnings.....	22,955,070	15,126,714	14,493,853	21,951,705	17,045,577
(A)	Overhead and underground trolley and horse systems from reports of Public Service Commission.				
(B)	From Public Service Commission's reports.				
(C)	From Boston Elevated Railway Company's reports.				
(D)	From Board of Supervising Engineers' report and exclusive of Consolidated Traction Co., Calumet and South Chicago Railway Co., Chicago & Southern Traction Co. and The Suburban Railroad Co.				
(E)	From statements furnished by Philadelphia Rapid Transit Company.				
(F)	Approximate.				
(G)	Year to June 30,1909.				
(H)	Exclusive of Metropolitan Street Railway system.				
(I)	Average of 12 monthly maxima.				
(J)	Includes elevated system.				
(K)	Includes 3¢ exchanges.				
(L)	Includes free passes.				
(M)	Excludes free passes.				



OPERATING STATISTICS

PRIMARY OPERATING STATISTICS  
OF LARGE AMERICAN SURFACE STREET RAILWAY SYSTEMS (Concluded)

		New York June 30, 1910	Brooklyn June 30, 1910	Boston September 30, 1909 (A)	Chicago January 31, 1910	Philadelphia June 30, 1910 (B)
6. OPERATING EXPENSES						
(a)	Maintenance of Way, Structures and Line	\$2,903,578	\$1,283,890	\$1,468,609	\$1,543,455	\$925,012
(b)	" " Equipment	1,738,797	1,495,085 (C)	1,027,246 (D)	1,203,252 (C)	930,481
(c)	Total Maintenance	4,642,375	2,778,975	2,495,855	2,746,707	1,855,493
(d)	Power (exclusive of maintenance)	2,443,457	1,427,528 (E)	1,224,283 (E) (F)	2,353,830 (E)	1,169,057
(e)	Platform Wages	4,333,217 (G)	2,882,426 (G)	3,883,869 (H)	5,537,191	3,848,270
(f)	Other Expense Operation of Cars			317,143	882,507	634,004
(g)	Total Operation of Cars	5,804,285	4,097,425	4,201,012	6,419,698	4,482,274
(h)	Damages and Legal	1,682,990	884,878	844,277	1,633,097	1,146,092
(i)	Other General Expenses	1,080,086	606,416	661,754	944,982	707,542
(j)	Total General Expenses	2,763,076	1,491,294	1,506,031	2,578,079	1,853,634
(k)	Total Operating Expenses	\$15,713,193	\$9,795,222	\$9,427,181	\$14,098,314	\$9,360,458
7. POPULATION SERVED						
(a)	Population Served, 1910	2,762,522	1,634,351	1,043,546	2,185,283	1,604,000 (J)
(b)	Increase over 1900 (amount)	711,922	467,769	176,646	486,708	270,300
(c)	" " (per cent.)	34.7	40.1	20.4	28.7	20.3
(d)	Land Area Served 1900 (square miles)	62.59	77.63	87.35	179.58	169.73
(e)	Density of Population served 1910 (population per sq. mile)	44,000	21,000	12,000	12,000	9,500
(f)	Increase in Density over 1900 (amount)	11,400	6,000		2,700	1,602
(g)	Number of Dwellings 1900	100,547	113,973	117,205	193,895	249,589
(h)	Population per Dwelling 1900	20.4	10.2	7.4	8.8	5.3
(A) Includes elevated system.						
(B) Rearranged for purposes of comparison.						
(C) Exclusive of power plant maintenance for rented power.						
(D) Exclusive of power plant maintenance.						
(E) Includes rented power which comprises operating expenses, fixed charges and profit.						
(F) Includes power plant maintenance.						
(G) Year to June 30, 1909.						
(H) Includes all car service employees.						
(I) Includes population, &c., served outside city limits.						
(J) Suburbs partly estimated; Chester not included.						

# OPERATING STATISTICS

## DERIVED OPERATING STATISTICS BY UNITS

### OF LARGE AMERICAN SURFACE STREET RAILWAY SYSTEMS

	YEAR TO	New York (Manhattan and Bronx) June 30, 1910 (A)	Brooklyn June 30, 1910	Boston September 30, 1909	Chicago January 31, 1910 (B)	Philadelphia June 30, 1910
1. TRACK						
(a) Proportion of Line, Single Track.....		13% (C)		15%	5% (C)	58%
(b) " " Double ".....		87% (C)	4%	85%	95% (C)	42%
(c) Population Served per Mile of Track.....		5,585	3,191	2,545	3,814	2,940
(d) Miles of Track per Square Mile Served		7.9	6.6	4.7	3.2	3.2
2. CAR MILES						
(a) Per Car Hour (Average Speed).....		7.43	8.00	9.76	.....	7.96
(b) " Round Trip (Average Length).....		8.89 (E) (F)	8.38 (E)	9.24	.....	12.50
(c) " Average Maximum Car.....		28,000	32,400	27,300 (C)	.....	37,600
(d) " Mile of Track.....		139,000	108,000	106,000	142,000	122,000
(e) " Capita.....		25	34	42	39	42
3. CAR HOURS						
(a) Per Round Trip.....		1.20 (C)	1.10	0.94	.....	1.57
(b) " Average Maximum Car.....		3,767	4,052	2,792 (C)	.....	4,719
4. SEAT MILES						
(a) Per Car Mile (Average Seats per Car)...		38.7	45.0	.....	.....	34.1
(b) " Capita.....		966	1,527	.....	.....	1,418
(c) " Passenger Ride (All Classes).....		4.5	5.6	.....	.....	5.7
5. AVERAGE MAXIMUM CARS						
(a) Per Mile of Track (Car Spacing).....		5.0	3.3	3.9	.....	3.3
(b) Population per Average Maximum Car		1,376	956	652 (C)	.....	903
6. POWER CAPACITY (Rated)						
(a) Kilowatts per Average Maximum Car...		25 (E)	.....	.....	.....	31 (C)
7. KILOWATT HOURS DISTRIBUTED						
(a) Per Passenger (All Classes).....		0.33	.....	(D)	0.38	0.45
(b) " Car Mile.....		2.90	.....	0.42	3.49	2.71
(c) " Round Trip.....		.....	.....	3.22	.....	33.8
(d) Station Factor (Approx.).....		37%	35%	39%	44%	37% (D)
8. TOTAL PASSENGERS (All Classes)						
(a) Per Car Mile		8.6	8.1	8.1	9.1	6.0
(b) " " Hour.....		64	65	79	.....	48
(c) " Round Trip.....		.....	71	75	.....	75
(d) " Average Maximum Car.....		240,000	262,000	220,000 (C)	.....	225,000
(e) " Mile of Track.....		1,195,000	874,000	857,000	.....	732,000
(f) " " Railway Line.....		2,231,000 (C)	1,711,000	1,586,000	1,292,000	1,038,500
(g) " Capita (Rides per Annum).....		214	274	337	339	249

(A) Overhead and underground trolley and horse system.

(B) Exclusive of Consolidated Traction Company, Calumet & South Chicago Railway Co., Chicago and Southern Traction Co., and the Suburban R. R. Co.

(C) Approximate.

(D) Includes elevated system.

(E) Year to June 30, 1909.

(F) Exclusive of Metropolitan Street Railway System.

OPERATING STATISTICS

DERIVED OPERATING STATISTICS BY UNITS (Continued)

	YEAR TO			
	New York (Manhattan and Bronx) June 30, 1910	Brooklyn June 30, 1910	Boston September 30, 1909	Chicago January 31, 1910
9. REVENUE PASSENGERS				
(a) Per Car Mile .....	6.3	5.4	5.4	5.1
(b) " " Hour .....	46	43	53	41
(c) " " Round Trip .....	.....	47	50	64
(d) " " Average Maximum Car .....	174,800	174,800	147,700 (A)	190,500
(e) " " Mile of Track .....	871,000	583,000	576,000	620,000
(f) " " " Railway Line .....	1,625,000 (A)	1,141,000	1,067,000	881,000
(g) " " Capita (Fares per Annum) .....	156	183	227	211
10. TRANSFER PASSENGERS				
(a) Per Cent. of Revenue Passengers .....	37.3%	49.9%	41.0% (B)	17.9%
11. PASSENGER RECEIPTS				
(a) Per Revenue Passenger .....	4.98¢	4.87¢	4.99¢	4.88¢
(b) " Passenger (All Classes) .....	3.63¢	3.25¢	3.54¢	4.14¢
(c) " " Car Mile .....	31.1¢	26.2¢	27.4¢	24.8¢
(d) " " " Hour .....	\$2.31	\$2.10	\$2.78	\$1.98
(e) " " Seat Mile .....	.80¢	.58¢	.....	.73¢
(f) " " Round Trip .....	.....	\$2.31	.....	\$3.11
(g) " " Average Maximum Car .....	\$8,710	\$8,500	.....	\$9,320
(h) " " Mile of Track .....	\$43,400	\$28,400	\$32,600	\$30,350
(i) " " " Railway Line .....	\$81,000 (A)	\$55,500	\$60,600	\$43,000
(j) " " Capita .....	\$7.77	\$8.90	\$13.44	\$10.31
12. GROSS EARNINGS				
(a) Per Revenue Passenger .....	5.33¢	5.06¢	5.16¢	5.04¢
(b) " Passenger (All Classes) .....	3.88¢	3.38¢	3.66¢	4.27¢
(c) " " Car Mile .....	33.3¢	27.3¢	28.4¢	25.6¢
(d) " " " Hour .....	\$2.47	\$2.18	\$2.88	\$2.03
(e) " " Seat Mile .....	.86¢	.61¢	.....	.75¢
(f) " " Round Trip .....	.....	\$2.43	.....	\$3.20
(g) " " Average Maximum Car .....	\$9,320	\$8,850	.....	\$9,600
(h) " " Mile of Track .....	\$46,400	\$29,500	\$33,700	\$31,200
(i) " " " Railway Line .....	\$86,600 (A)	\$57,800	\$62,600	\$44,400
(j) " " Capita .....	\$8.31	\$9.26	\$13.88	\$10.63
13. OPERATING EXPENSES				
(a) Per Cent. of Gross Earnings .....	68.4%	64.8%	(B)	54.9%
(b) " Revenue Passenger .....	3.65¢	3.28¢	65.1%	2.76¢
(c) " Passenger (All Classes) .....	2.66¢	2.19¢	3.35¢	2.34¢
(d) " " Car Mile .....	22.8¢	17.7¢	2.38¢	14.0¢
(e) " " " Hour .....	\$1.69	\$1.41	18.4¢	\$1.12
(f) " " Round Trip .....	.....	\$1.56	\$1.87	\$1.76
(g) " " Average Maximum Car .....	\$6,380	\$5,730	.....	\$5,280
(h) " " Mile of Track .....	\$31,800	\$19,100	.....	\$17,160
14. MAINTENANCE OF WAY AND STRUCTURES				
(a) Per Mile of Track .....	\$5,870	\$2,507	\$2,445	\$1,695
(b) " " Car Mile .....	4.21¢	2.32¢	2.30¢	1.39¢
(c) " " Cent. of Gross Earnings .....	12.7%	8.5%	10.1% (B)	5.4%
(A) Approximate.				
(B) Includes elevated system.				

# OPERATING STATISTICS

## DERIVED OPERATING STATISTICS BY UNITS (Concluded)

	YEAR TO	New York (Manhattan and Bronx)		Brooklyn		Boston		Chicago		Philadelphia	
		June 30, 1910		June 30, 1910 (A)		September 30, 1909 (B)		January 31, 1910 (A)		June 30, 1910	
15. MAINTENANCE OF EQUIPMENT											
(a) Per Average Maximum Car		\$706		\$874		\$525 (C)		.....		\$524	
(b) " Car Mile		2.52¢		2.69¢		1.93¢		1.48¢		1.40¢	
(c) " Cent. of Gross Earnings		7.6%		9.9%		7.1%		5.5%		5.5%	
16. TOTAL MAINTENANCE						(B)					
(a) Per Car Mile		6.73¢		5.01¢		4.23¢		3.37¢		2.79¢	
(b) " Cent. of Gross Earnings		20.2%		18.4%		17.2% (D)		12.5%		10.9%	
17. POWER (Exclusive of Maintenance)				(E)		(E) (F) (D)		(E)			
(a) Per Kilowatt Hour Distributed		1.22¢		0.43¢		0.74¢		0.83¢		0.65¢	
(b) " Car Mile		3.55¢		2.58¢		2.39¢		2.89¢		1.43¢	
(c) " Cent. of Gross Earnings		10.6%		9.4%		8.5%		10.7%		6.8%	
18. PLATFORM WAGES		(G)		(G)		(H)					
(a) Per Car Hour		46.7¢		41.6¢		63.2¢		.....		46.0¢	
(b) " Car Mile		6.23¢		5.20¢		6.47¢		6.80¢		5.77¢	
(c) " Cent. of Gross Earnings		18.9%		19.1%		26.8% (D)		25.2%		22.6%	
19. OTHER EXPENSE OPERATION OF CARS				(D)		(D)					
(a) Per Average Maximum Car		.....		.....		.....		.....		\$357	
(b) " Car Hour		.....		.....		6.29¢		.....		7.56¢	
(c) " " Mile		.....		.....		0.62¢		1.08¢		0.95¢	
(d) " Cent. of Gross Earnings		.....		.....		2.2%		4.0%		3.7%	
20. TOTAL OPERATION OF CARS				(D)		(D)					
(a) Per Car Hour		63.2¢		59.2¢		83.36¢		.....		53.48¢	
(b) " Average Maximum Car		\$2,380		\$2,398		.....		.....		\$2,534	
(c) " Car Mile		8.50¢		7.39¢		8.22¢		7.88¢		6.72¢	
(d) " Cent. of Gross Earnings		25.6%		27.1%		29.0%		29.2%		26.3%	
21. DAMAGES AND LEGAL				(D)		(D)					
(a) Per Cent. of Gross Earnings		7.3%		5.9%		5.8%		7.4%		6.7%	
(b) " 1000 Passengers (All Classes)		\$2.85		\$1.98		\$2.13		\$2.21		\$2.88	
(c) " Car Mile		2.44¢		1.60¢		1.66¢		2.00¢		1.72¢	
22. OTHER GENERAL EXPENSES				(D)		(D)					
(a) Per Cent. of Gross Earnings		4.7%		4.0%		4.6%		4.3%		4.2%	
(b) " Car Mile		1.56¢		1.09¢		1.29¢		1.16¢		1.06¢	
23. TOTAL GENERAL EXPENSES				(D)		(D)					
(a) Per Cent. of Gross Earnings		13.0%		9.9%		10.4%		11.7%		10.9%	
(b) " 1000 Passengers (All Classes)		\$4.67		\$3.33		\$3.80		\$3.48		\$4.65	
(c) " Car Mile		4.00¢		2.69¢		2.95¢		3.16¢		2.78¢	
(A) Exclusive of power plant maintenance for rented power.											
(B) Exclusive of power plant maintenance.											
(C) Approximate.											
(D) Includes elevated system.											
(E) Includes rented power which comprises operating expenses, fixed charges and profit.											
(F) Includes power plant maintenance.											
(G) Based on wages for year to June 30, 1909.											
(H) Includes all car service employees.											



## CAR MAINTENANCE

# CAR MAINTENANCE

## CAR MAINTENANCE STATISTICS

### FOR SURFACE SYSTEM

YEAR ENDING JUNE 30

#### 1. PULL-INS

- (a) Caused by Failure of Equipment  
(b) Other Causes (collisions, derailments due to high paving, etc.)  
(c) Total

Ratio Defects to Total Defects:

- (A) Bodies & Appurtenances  
(B) Trucks & Brakes (including air equipment)  
(C) Motors & Electrical Equipments

#### 2. CAR MAINTENANCE

Employees:

- (A) Barn Inspection & Repair Men  
(B) Shop Repair Men  
(C) Total

(b) Painting:

- (A) Cars Completely Painted and Varnished  
(B) Cars Partially Painted and Varnished  
(C) Total

(c) Renewals of Parts:

- (A) Wheels Changed (pairs)  
(B) Gears Renewed  
(C) Pinions Renewed  
(D) Armatures Removed  
(E) Fields Removed

(d) Cost:

- (A) Amount  
(B) Per Scheduled Car Day  
(C) Per Car Mile

#### 3. CAR CLEANING

(a) Employees:

- (A) Car Cleaners—Average All Barns  
(B) " " " " Lines  
(C) " " " " Total

(b) Cost:

- (A) Amount  
(B) Per Scheduled Car Day  
(C) Per 1000 Car Miles

#### 4. UNITS OF OPERATION

- (a) Scheduled Car Days (G)  
(b) Car Miles

	1907	1908	1909 (F)	1910 (F)
Sched-uled Car Days	241	370	478	428
Car Miles Per Item	29,502	45,773	58,960	50,329
Amount	1,733	1,186	1,325	1,388
Sched-uled Car Days	210	310	512	409
Car Miles Per Item	25,722	38,284	63,168	48,044
Amount	2,072	1,107	1,388	2,713
Sched-uled Car Days	112	169	247	209
Car Miles Per Item	13,741	20,847	30,496	24,580
Amount	3,805	2,293	2,713	2,713

42.0%	44.0%	35.9%	41.4%
22.8%	22.5%	27.7%	21.2%
35.2%	33.5%	36.4%	37.4%

353	1,871	228,660	336	1,909	236,084	317	1,789	220,588	340	1,669	196,133
536	1,232	150,592	477	1,344	166,298	507	1,119	137,922	544	1,043	122,583
889	743	90,795	813	788	97,569	824	688	84,862	884	642	75,436

455	1,451	177,400	448	1,431	177,063	473	1,199	147,836	568	999	117,404
786	810	102,693	535	1,199	148,270	755	751	92,650	1,359	418	49,069
1,241	551	65,042	983	652	80,696	1,228	462	56,943	1,927	295	34,606

13,547	49	5,958	8,015	80	9,897	9,121	62	7,667	8,120	70	8,212
724	912	111,487	698	919	113,645	277	2,048	252,442	807	703	82,634
4,187	158	19,278	4,076	157	19,461	3,619	157	19,322	2,901	196	22,987
7,006	94	11,521	7,924	81	10,011	9,933	57	7,040	10,860	52	6,140
1,321	500	61,103	4,862	132	16,315	5,263	108	13,286	4,319	131	15,440

\$863,568	.....	\$783,494	.....	\$796,277	.....	\$864,680	.....
\$1.31	.....	\$1.22	.....	\$1.40	.....	\$1.52	.....
1.07¢	.....	0.98¢	.....	1.14¢	.....	1.30¢	.....

206	158	139	169
6	6	6	6
3,115	3,910	3,912	3,243
380,741	483,684	482,252	381,059

\$133,548	.....	\$107,069	.....	\$97,831	.....	\$103,918	.....
20.2¢	.....	16.7¢	.....	17.3¢	.....	18.3¢	.....
\$1.65	.....	\$1.35	.....	\$1.40	.....	\$1.56	.....

660,355	641,309	567,232	567,601
80,717,084	79,324,257	69,926,500	66,685,281

- (F) Strike periods May 29 to June 6, 1909, and February 19 to April 4, 1910. Extraordinary Maintenance due to strike conditions not included in this statement.  
(G) Summation for year of maximum cars operated at one time each day.

## ACCIDENTS

# ACCIDENTS

## Accident Statistics

		SURFACE					SUBWAY-ELEVATED				
		YEAR TO JUNE 30	1907	1908	1909	1910	1907	1908	1909	1910	
1.	TOTAL ACCIDENTS REPORTED (M)		36,981	32,119	31,374	34,078					
2.	FATAL ACCIDENTS										
(a)	Passengers Killed		42	19	7	7					
(b)	Employees		10	3	5	3	1		1	2	
(c)	Others		61	76	43	60					
(d)	Total		113	98	55	70	1		1	2	
3.	PERSONAL INJURIES										
(a)	Passengers Injured		10,217	6,518	3,289	3,812	17	68	255	151	
(b)	Employees		42	34	31	48	3	6	10	7	
(c)	Others		9,084	5,046	3,374	3,380	10	91	194	267	
(d)	Total		19,343	11,598	6,694	7,240	30	165	459	425	
4.	ACCIDENTS CAUSING PROPERTY DAMAGE (N)		4,314	2,340	1,509	2,112					
5.	CLAIMS										
(a)	Claims Made		19,373	11,763	7,153	7,665					
(b)	" Disposed of		12,517	7,480	4,528	6,542	11	12	34	59	
(c)	Ratio of Claims Disposed of to Claims Made		64.6%	63.6%	63.7%	86.1%					
6.	PAYMENTS FOR INJURIES AND DAMAGES (P)										
(a)	Amount		\$1,780,839	\$1,078,407	\$1,063,643	\$1,149,261	\$531	\$473	\$1,004	\$1,992	
(b)	Per Car Mile		2.21¢	1.36¢	1.52¢	1.72¢	0.97¢	0.26¢	0.29¢	0.47¢	
(c)	" 1000 Passengers (all classes)		\$3.65	\$2.16	\$2.43	\$2.88	\$1.30	\$0.33	\$0.34	\$0.59	
(d)	" Cent of Transportation Revenue		9.88%	6.00%	6.19%	6.95%	0.44%	0.12%	0.09%	0.13%	
7.	DERIVED STATISTICS										
(a)	Car Miles:										
(A)	Per Accident Reported		2,183	2,470	2,229	1,957	8,809	8,093	5,065	5,746	
(B)	" Person Killed		714,310	809,431	1,271,390	952,646	546,167		3,413,914	2,129,061	
(C)	" Injured		4,173	6,838	10,446	9,210	18,206	11,134	7,438	10,019	
(b)	Passengers Carried (all classes):										
(A)	Per Accident Reported		13,197	15,532	13,956	11,709	66,012	61,658	39,161	45,677	
(B)	" Person Killed		4,318,976	5,090,537	7,961,269	5,700,390	4,092,728		26,394,899	16,928,458	
(C)	" Injured		25,231	43,014	65,412	55,084	136,424	84,827	57,505	79,663	
(M)	All reported occurrences involving a possibility of liability for damages are considered as accidents. Extraordinary accidents due to strike conditions are not included above.										
(N)	Exclusive of damages to company property.										
(P)	Payments including legal expenses in connection with damages. These amounts are the actual payments. The amounts shown in operating expenses reported are percentages of earnings set aside to provide for the actual payments.										

(M) All reported occurrences involving a possibility of liability for damages are considered as accidents.

(N) Extraordinary accidents due to strike conditions are not included above.

(P) Exclusive of damages to company property.

(P) Payments including legal expenses in connection with damages. These amounts are the actual payments. The amounts shown in operating expenses reported are percentages of earnings set aside to provide for the actual payments.

(This statement compiled from information furnished by the Company.)



# ACCIDENTS

## CLASSIFICATION OF ACCIDENTS

	YEAR TO JUNE 30	SURFACE				SUBWAY-ELEVATED			
		1907	1908	1909	1910	1907	1908	1909	1910
1. ACCIDENTS REPORTED (M)									
(a) Alighting .....	5,033	5,625	6,237	4,597		1	6	6	13
(b) Boarding .....	3,998	3,366	3,909	2,787		4	7	19	21
(c) Car Collisions .....	4,340	3,250	919	2,562		.....	.....	.....	.....
(d) Vehicles Struck .....	11,906	9,585	8,559	11,884		.....	.....	.....	.....
(e) Persons Struck .....	1,582	1,490	1,236	1,496		1	.....	.....	.....
(f) Total Vehicles and Persons Struck	13,488	11,075	9,795	13,380		1	.....	.....	.....
(g) Other Accidents .....	10,122	8,803	10,514	10,752		56	214	649	707
(h) Total Accidents Reported.....	36,981	32,119	31,374	34,078		62	227	674	741

## 2. PASSENGERS (ALL CLASSES) PER ACCIDENT REPORTED

(a) Alighting .....	96,968	88,688	70,205	86,802	4,092,728	2,332,734	4,399,150	2,604,378
(b) Boarding .....	132,072	148,209	112,016	143,175	1,023,182	1,999,487	1,389,205	1,612,234
(c) Total Accident Reported .....	13,197	15,532	13,956	11,709	66,012	61,658	39,162	45,691

## 3. CAR MILES PER ACCIDENT REPORTED

(a) Car Collisions .....	18,598	24,407	76,090	26,029	.....	.....	.....	.....
(b) Vehicles Struck .....	6,779	8,276	8,170	5,611	.....	.....	.....	.....
(c) Persons Struck .....	51,022	53,238	56,575	44,576	546,167	.....	.....	.....
(d) Total Vehicles and Persons Struck	5,984	7,162	7,130	4,984	546,167	.....	.....	.....
(e) Other Accident .....	7,974	9,011	6,651	6,202	9,753	8,585	5,260	6,023
(f) Total Accident Reported .....	2,183	2,470	2,229	1,957	8,809	8,093	5,065	5,746

(M) All reported occurrences involving a possibility of liability for damages are considered as accidents.  
Extraordinary accidents due to strike conditions are not included above.

(This statement compiled from information furnished by the Company.)

# ACCIDENTS

## COMPARATIVE ACCIDENT STATISTICS

### IN NEW YORK, BROOKLYN, BOSTON AND PHILADELPHIA

		SURFACE				SUBWAY-ELEVATED	
YEAR TO JUNE 30, 1910		New York (Manhattan and Bronx)	Brooklyn	Boston (M)	Philadelphia	New York and Brooklyn	Philadelphia
1.	TOTAL ACCIDENTS REPORTED	21,033	18,866		34,078	9,910	741
2.	FATAL ACCIDENTS						
(a)	Passengers Killed	12	15	10	7	33	.....
(b)	Employes	9	7	8	3	35	2
(c)	Others	65	38	19	60	8	
(d)	Total	86	60	37	70	76	2
3.	PERSONAL INJURIES						
(a)	Passengers Injured	9,373	5,791	2,287	3,812	6,363	151
(b)	Employes	1,852	1,262	75	48	767	7
(c)	Others	3,418	1,600	750	3,380	97	267
(d)	Total	14,643	8,653	3,112	7,240	7,227	425
4.	PAYMENTS FOR INJURIES AND DAMAGES						
(a)	Amount	\$1,682,990	\$884,878	\$844,277	\$1,149,261	\$439,587	\$1,992
(b)	Per Car Mile	2.44¢	1.60¢	1.66¢	1.72¢	0.29¢	0.47¢
(c)	" 1000 Passengers (all classes)	\$2.85	\$1.98	\$2.13	\$2.88	\$0.58	\$0.59
(d)	" Cent of Transportation Revenue	7.84%	5.98%	6.00%	6.95%	1.16%	0.13%
5.	DERIVED STATISTICS						
(a)	Car Miles:						
(A)	Per Accident Reported	3,279	2,971	.....	1,957	15,118	5,746
(B)	" Person Killed	801,869	924,258	1,381,830	952,646	1,971,258	2,129,061
(C)	" Injured	4,709	6,409	16,429	9,210	20,730	10,019
(b)	Passengers Carried:						
(A)	Per Accident Reported	28,109	23,731	.....	11,709	76,841	45,677
(B)	" Person Killed	6,874,623	7,461,856	10,705,100	5,700,390	10,019,604	16,928,458
(C)	" Injured	40,375	51,741	127,278	55,084	105,367	79,663
(M)	Year to September 30. Includes elevated system.						

(This statement compiled from information furnished by the Companies.)

## TRAFFIC AND SERVICE

TRAFFIC AND SERVICE

TRANSPORTATION DATA BY LINES

SUMMER SCHEDULE AS OF JUNE 30, 1910

No.	LINE NAME	Length of Round Trip (Miles)	SCHEDULE TIME (Minutes)			SPEED (Miles per Hour)		HEADWAY (Minutes)			CARS			RATIO OF RUSH HOUR CARS TO BASE			
			Run- ning Time	Stand Time	Total	Run- ning Time Only	Includ- ing Stand Time	A. M. Rush	Base	P. M. Rush	A. M. Rush	Base	P. M. Rush	A. M.	P. M.		
I. DOUBLE END LINES, NORTH AND SOUTH																	
(a) <i>North-east to South Philadelphia:</i>																	
4	Richmond 7 & 9.....	14.66	105	9	114	8.4	7.7	4	6	3.4	28	19	33	120%	144%		
71	Frankford 2 & 3.....	18.42	137	7	144	8.1	7.7	3	4	3	48	36	48				
72	Frankford Berks 5 & 6.....	18.88	139	11	150	8.2	7.6	6	6	3.9	25	25	37				
73	Frankford Lehigh 5 & 6.....	19.24	139	11	150	8.3	7.7	6	6	4	25	25	33				
Total or Average .....		17.80	130	9	139	8.3	7.7	....	....	....	126	105	151	.....			
(b) <i>North Suburbs to South Philadelphia:</i>																	
54	Fox Chase.....	24.90	166	8	174	9.0	8.6	6	6	4	29	29	42	116	121		
58	Chestnut Hill.....	26.54	192	12	204	8.3	7.8	4.6	6	6	44	34	34				
Total or Average .....		25.72	179	10	189	8.7	8.2	....	....	....	73	63	76	.....			
(c) <i>North to South Philadelphia:</i>																	
53	Indiana .....	13.51	103.5	8.5	112	7.8	7.2	7	7	7	16	16	16	136	156		
32	10 & 11.....	11.63	89	7	96	7.8	7.3	3	3	2.1	32	32	49				
47	Cumberland .....	13.75	98	10	108	8.4	7.6	6	6	6	18	18	18				
48	13 & 15.....	16.75	114	6	120	8.8	8.4	4.6	6	4.6	32	20	32				
1	12 & 16.....	11.11	84	8	92	7.9	7.3	3	4	2.5	30	23	36				
35	McKean 7 & 9.....	14.04	103	5	108	8.2	7.8	2.6	6	2.4	45	18	50				
41	Dickinson .....	10.91	92	10	102	7.1	6.4	4.4	6	4.3	23	17	24				
Total or Average .....		13.08	97.4	7.6	105	8.0	7.4	....	....	....	196	144	225				
Total or Average Double End Lines.....		16.5	120.2	8.8	129	8.2	7.6	....	....	....	395	312	452	127			
II. LINES TERMINATING IN DELIVERY DISTRICT																	
(a) <i>From North-east:</i>																	
78	Bridsburg .....	13.80	98	10	108	8.5	7.7	4	6	4	26	18	26	176	176		
67	Berks & Montgomery.....	9.97	81	8.5	89.5	7.4	6.7	2.5	5	2.5	35	18	35				
69	Tioga & Dock.....	9.05	68	10	78	8.0	7.0	3	6	3	25	13	25				
Total or Average .....		10.94	82	9.5	91.5	8.0	7.1	....	....	....	86	49	86				
(b) <i>From North Suburbs:</i>																	
55	Fox Chase & Powell.....	21.37	138	6	144	9.3	8.9	Included in Fox Chase. Not operated in 1910.									
63	Willow Grove 4 & 8.....	28.78	163	11	174	10.6	9.9										
64	Willow Grove 13 & 15.....	29.67	163	11	174	10.9	10.2										
59	Chestnut Hill, 2d Section.....	23.53	165	9	174	8.6	8.1										
60	Pellham .....	16.98	118	8	126	8.6	8.1	4.1	6	4.9	31	21	26	116	111		
49	Wayne .....	20.00	136	9	145	8.8	8.3	4	5	4	36	29	36				
Total or Average .....		23.39	147	9	156	9.5	8.9	....	....	....	125	108	120	116			



TRAFFIC AND SERVICE

TRANSPORTATION DATA BY LINES (Continued)

SUMMER SCHEDULE AS OF JUNE 30, 1910

No.	LINE NAME	Length of Round Trip (Miles)	SCHEDULE TIME (Minutes)		SPEED (Miles per Hour) Run- ing Time Only	HEADWAY (Minutes)		CARS		RATIO OF RUSH HOUR CARS TO BASE			
			Run- ning Time	Stand Time Total		A. M. Rush	P. M. Rush	A. M. Rush	P. M. Rush	A. M.	P. M.		
(c) From North Philadelphia:													
56	Franklinville .....	13.85	98	10	108	8.5	7.7	6	12	6	18	9	18
34	Norris & Susquehanna .....	10.66	84	6	90	7.6	7.1	2.7	6	2.4	34	15	38
33	Cambria 7 & 9 .....	8.26	62	10	72	8.0	6.9	6	6	6	12	12	12
36	Columbia .....	9.83	76	8	84	7.8	7.0	2.6	4	2.2	31	21	37
37	Fairmount .....	10.21	77	7	84	8.0	7.3	6	6	4	14	14	21
45	Continental Depot .....	10.35	77.5	7	84.5	8.0	7.4	5	6	5	17	14	17
46	Continental Nicetown .....	13.42	96	8	104	8.4	7.7	4	6	3.4	26	17	31
50	17 & 19 .....	12.40	96	9	105	7.8	7.1	3.4	5	3.4	31	21	31
51	17 & 19, Short Line .....	9.69	80	5	85	7.3	6.8	5	—	5	17	—	17
38	Manayunk .....	16.09	112	8	120	8.6	8.0	2.5	5	2.3	49	24	52
44	Ridge .....	10.15	75	10	85	8.1	7.2	3	5	3	28	17	28
	Total or Average .....	11.36	85	8	93	8.0	7.3	—	—	—	—	164	302
	Total or Average from North .....	14.92	103.2	8.4	111.6	8.4	7.8	—	—	—	488	321	508
(d) From South Philadelphia:													
2	19 & 20 .....	6.84	58	9	67	7.1	6.1	3	4	3	22	17	22
3	17 & 18 .....	8.10	63.5	8.5	72	7.7	6.8	3	5	3	24	14	31
5	Passyunk .....	8.45	59	6	65	8.6	7.8	5	5	5	13	13	13
	Total or Average .....	7.79	60.2	7.8	68	7.8	6.9	—	—	—	59	44	66
(e) From West Philadelphia:													
9	Chestnut .....	12.72	86	9.5	95.5	8.9	8.0	4	6	4	23	16	23
13	Baltimore .....	12.46	82	10	92	9.1	8.1	5	7	5	18	13	18
25	West Spruce .....	9.79	67	8	75	8.8	7.8	4	5	4	18	15	18
87	Baltimore Subway .....	9.38	61	9	70	9.2	8.0	5	7	5	13	10	13
12	Darby .....	15.16	97	7.5	104.5	9.4	8.7	4	8	3.4	26	13	31
14	Gray's Ferry .....	15.35	102	5	107	9.0	8.6	4	6	4	27	18	27
16	Elmwood .....	13.00	87	9	96	9.0	8.1	4	6	4	24	16	24
86	Darby Subway .....	12.78	76	7	83	10.1	9.2	4.2	8	3.8	19	11	21
18	Lancaster-Haddington .....	12.92	93	7	100	8.3	7.8	6	10	6	17	10	22
19	Baring .....	10.54	79	8	87	8.0	7.3	6	10	6	14	9	19
26	Belmont .....	10.50	78	6	84	8.1	7.5	4	6	3.5	21	14	24
27	Haddington-Hestonville .....	14.05	94.5	10	104.5	8.9	8.1	6	8	6	17	13	17
28	Overbrook .....	14.65	96.5	10	106.5	9.1	8.3	6	8	4.5	18	13	24
88	Lancaster-Haddington Subway .....	10.95	73	7	80	9.0	8.2	6	10	6	13	8	13
89	Baring Subway .....	8.27	54	6	60	9.2	8.3	6	10	6	10	6	10
23	Haddington-Haverford .....	14.34	100	10	110	8.6	7.8	5	5	5	22	22	22
24	63 & Vine .....	14.60	102	8	110	8.6	8.0	5	5	5	22	22	22
	Total or Average Surface .....	12.43	84	8	92	8.9	8.1	—	—	—	322	229	348
85	Subway Elevated .....	14.65	56	10.5	66.5	15.7	13.2	2.5	3.5	2.5	96	38	96
	Total or Average Including Subway-Elevated .....	12.56	82.4	8.2	90.6	9.3	8.4	—	—	—	418	267	444
	Total or Average Lines Terminating in Delivery District .....	13.36	91.0	8.3	99.3	8.8	8.0	—	—	—	869	594	922
					97						146		155

## TRAFFIC AND SERVICE

## TRANSPORTATION DATA BY LINES (Concluded)

SUMMER SCHEDULE AS OF JUNE 30, 1910

No.	LINE NAME	Length of Round Trip (Miles)	SCHEDULE TIME (MINUTES)			SPEED (Miles per Hour)		HEADWAY (Minutes)			CARS		RATIO OF RUSH HOUR CARS TO BASE	
			Run-ning Time	Stand Time	Total	Run-ning Time Only	Includ- ing Stand Time	A. M. Rush	P. M. Rush	A. M. Rush	Base	P. M. Rush	A. M.	P. M.
III. CROSTOWN LINES														
(a) <i>West Philadelphia:</i>														
10	Chester Avenue.....	6.23	36	9	45	10.4	8.3	15	15	15	3	3	3	
11	Chester Avenue Extension.....	9.90	55	5	60	10.8	9.9	15	15	15	4	4	4	
15	52.....	7.89	53	11	64	8.9	7.4	3	4	2.5	21	16	25	
30	58 & 60.....	9.42	54	6	60	10.5	9.4	3	4	2.1	20	15	28	
31	Zoo.....	3.85	25	5	30	9.2	7.7	24	24	24	1	1	1	
22	Bala.....	5.64	32	4	36	10.6	9.4	12	12	12	3	3	3	
Total or Average.....			7.15	42.4	6.6	49	10.1	8.7	.....	.....	52	42	64	124 152
(b) <i>South Philadelphia:</i>														
6	Point Breeze.....	3.12	20	4	24	9.4	7.8	12	12	12	2	2	2	
7	Catharine & Bainbridge.....	5.10	42	6	48	7.3	6.4	6	6	6	8	8	8	
8	Federal & Wharton.....	4.92	39	6	45	7.6	6.6	5	5	5	9	9	9	
21	Lombard & South.....	11.15	82	10	92	8.2	7.3	4	4	4	23	23	23	
39	Morris & Tasker.....	15.11	103.5	7	110.5	8.8	8.2	4	5	4	28	22	28	
Total or Average.....			7.88	56.9	7	63.9	8.3	7.3	.....	.....	70	64	70	109 109
(c) <i>North Philadelphia:</i>														
29	Race & Vine.....	5.18	40	8	48	7.8	6.5	8	8	6	6	6	8	
40	Callowhill.....	5.95	49	7	56	7.3	6.4	6	8	6	9	7	9	
42	Beach.....	4.57	42.5	5.5	48	6.5	5.7	6	6	6	8	8	8	
20	Girard Belmont.....	10.20	73	5	78	8.4	7.8	6	6	6	13	13	13	
76	Girard.....	16.20	114	6	120	8.5	8.1	4	6	3	30	20	40	
77	Jefferson.....	14.22	105	9	114	8.1	7.5	6	6	5	19	19	22	
43	York & Dauphin.....	9.17	68	7	75	8.1	7.3	4	5	4	19	15	19	
68	Lehigh.....	9.67	70	6	76	8.3	7.6	4	4	3	19	19	25	
70	Erie.....	3.62	24	6	30	9.1	7.2	5	5	5	6	6	6	
79	Allegheny.....	12.57	80	9	89	9.4	8.5	6	8	6	15	11	15	
80	Allegheny Short Line.....	7.17	47	9	56	9.2	7.7	6	8	6	10	7	10	
57	Olney.....	22.15	129.5	8.5	138	10.3	9.6	6	6	6	23	23	23	
74	Frankford-Bridesburg.....	4.69	33	7	40	8.5	7.0	20	20	20	2	2	2	
52	Glenside.....	30.32	142	18	160	12.8	11.4	10	10	2.5	16	16	64(A)	
Total or Average.....			11.11	73	8	81	8.7	7.7	.....	.....	195	172	264	113 154
Total or Average Crosstown.....			9.52	62.4	7.3	69.7	9.0	7.9	.....	.....	317	278	398	114% 143%
IV. SUBURBAN LINES														
61	Cheltenham.....	6.30	37	8	45	10.2	8.4	5	5	5	9	9	9	
62	Cheltenham Willow Grove.....	19.98	104	8	112	11.5	10.7	36	18	18	3	6	6	
65	Doylestown.....	24.36	100	8	108	14.6	13.5	36	18	18	3	6	6	
66	Hatboro.....	5.50	26	10	36	12.7	9.2	36	36	36	1	1	1	
75	Torresdale.....	6.62	37	8	45	10.7	8.8	5	5	5	9	9	9	
81	Chester.....	16.54	92	8	100	10.8	9.9	20	20	20	5	5	5	
82	Media.....	21.38	112	8	120	11.5	10.7	20	20	20	6	6	6	
83	Lansdowne.....	2.64	16	4	20	9.9	7.9	20	20	20	1	1	1	
84	Middletown.....	14.32	92	8	100	9.3	8.6	50	50	50	2	2	2	
17	Island Road.....	4.30	24	6	30	10.8	8.6	10	10	10	3	3	3	
Total or Average.....			12.19	64	7.6	71.6	11.2	9.6	.....	.....	39	42	42	93% 100%
Total or Average Surface System.....			12.6	84.5	8.0	92.5	8.9	8.0	.....	.....	1620	1226	1814(A)	132 148(A)
Subway Elevated.....			14.65	56	10.5	66.5	15.7	13.2	.....	.....	96	38	96	253 253
Total or Average.....			12.6	84.2	8.0	92.2	9.0	8.1	.....	.....	1716	1264	1910	136% 151%

(A) On the Glenside line the number of P. M. rush-hour cars was observed several days to be 32 instead of 64. The number reported (64) apparently does not apply to every week day, but covers service as required to Willow Grove Park. In statements comparing present with recommended service 32 evening rush-hour cars are shown for the Glenside line. This makes the total evening rush-hour cars on the surface system (summer schedule) 1782, and the ratio to number of base schedule cars 145% instead of 148%.

(This statement compiled from information furnished by the Company.

CAR MILES AND ROUND TRIPS OPERATED

No.	LINE	NAME	YEAR TO JUNE 30				CAR MILES (Thousands)				Per Cent Increase 3 Years	ROUND TRIPS (Thousands)				Per Cent Increase 3 Years
			1907	1908	1909	1910	(A)	(B)	(C)	(D)		1907	1908	1909	1910	
I. DOUBLE END LINES, NORTH AND SOUTH																
(a) Northeast to South Philadelphia:																
4	Richmond 7 & 9		1,402	1,292	1,134	1,058					24	95.7	88.1	77.3	72.1	25
71	Frankford 2 & 3		2,446	2,370	2,078	1,681					31	132.8	128.6	112.8	91.3	31
72	Frankford Berks 5 & 6		1,594	1,534	1,370	1,309					18	84.4	81.2	72.6	69.3	18
73	Frankford Lehigh 5 & 6		1,528	1,499	1,307	1,217					20	79.4	77.9	67.9	63.3	20
	Total		6,970	6,695	5,889	5,265					24	392.3	375.8	330.6	296.0	25
(b) North Suburbs to South Philadelphia:																
54	Fox Chase		1,625	1,660	1,599	1,692	4					65.3	66.7	64.2	68.0	4
58	Chestnut Hill		2,452	2,390	2,171	2,124					13	92.4	90.0	81.8	80.0	13
	Total		4,077	4,050	3,770	3,816					6	157.7	156.7	146.0	148.0	6
(c) North to South Philadelphia:																
53	Indiana		798	791	715	631					21	58.3	58.6	53.0	46.7	26
32	10 & 11		1,564	1,527	1,304	1,392					11	134.5	131.3	112.1	119.7	11
47	Cumberland		940	797	647	696					26	72.0	61.1	49.3	50.6	30
48	13 & 15		1,168	1,153	1,136	1,133					3	69.8	68.9	67.8	67.6	3
1	12 & 16		1,775	1,541	1,309	1,225					31	150.6	137.2	117.8	110.3	27
35	McKean 7 & 9		1,728	1,737	1,431	1,252					28	122.4	123.7	105.6	89.1	27
39	Morris & Tasker		1,517	1,570	1,265	1,189					22	100.4	103.9	86.9	78.7	22
41	Dickinson		929	907	782	741					20	85.2	83.1	71.7	67.9	20
	Total		10,419	10,023	8,589	8,259					21	793.2	767.8	664.2	630.6	20
	Total Double End Lines		21,466	20,768	18,248	17,340					19	1,343.2	1,300.3	1,140.8	1,074.6	20
II. LINES TERMINATING IN DELIVERY DISTRICT																
(a) From Northeast:																
78	Bridleburg		1,237	1,214	1,099	967					22	104.3	97.1	79.7	70.1	33
67	Berks & Montgomery		1,005	1,051	928	879					12	100.8	105.4	93.0	88.2	12
69	Tioga & Dock		872	817	722	650					25	96.3	90.3	79.8	71.9	25
	Total		3,114	3,082	2,749	2,496					20	301.4	292.8	252.5	230.2	24
(b) From North Suburbs:																
55	Fox Chase & Powell		2,070	2,059	1,959	1,995					4	71.9	71.5	68.0	69.3	4
63	Willow Grove 4 & 8		1,675	1,661	1,555	1,597					5	56.4	56.0	52.4	53.8	5
64	Willow Grove 13 & 15		4	10	11	10	150					4.1	10.3	10.9	9.8	139
59	Chestnut Hill, 2d Section		1,318	1,363	1,351	1,364	4				5	77.6	80.3	79.6	80.3	5
60	Pelham		1,978	1,915	1,850	1,879						98.9	95.9	92.5	93.9	
49	Wayne															
	Total		7,045	7,008	6,726	6,845					3	308.9	314.0	303.4	307.2	1
(c) From North Philadelphia:																
56	Franklinville		782	797	659	570					27	56.5	57.5	47.6	41.2	27
54	Norris & Susquehanna		1,070	1,042	1,027	996					7	96.6	97.7	96.3	93.4	3
43	Cambria 7 & 9		618	637	568	424					31	73.8	77.0	68.7	51.3	31
46	Columbia		1,450	1,449	1,047	1,041					28	156.5	126.4	123.6	103.9	32
57	Palmount		718	719	646	579					19	70.3	70.4	66.4	56.7	19
45	Commercial Depot		865	796	706	685					21	83.5	76.9	68.2	66.1	21
46	Commercial Nicetown		1,186	1,147	1,040	1,001					16	88.4	85.4	77.5	71.6	16
50	17 & 19		1,125	1,090	1,046	1,077					4	89.2	86.6	83.2	83.7	4
51	17 & 19, Suburban Line		525	531	445	444					15	54.8	54.8	46.0	45.9	15
58	Wayford		1,694	1,681	1,639	1,697						110.0	109.3	106.4	106.4	
41	Park		961	1,063	848	848					12	108.7	110.2	87.9	85.3	
	Total		10,994	10,655	9,671	9,362					15	687.6	693.2	671.7	671.9	
	Total from North		1,153	20,745	19,146	18,703					12	1,297.9	1,559.0	1,417.6	1,446.7	



# TRAFFIC AND SERVICE

## CAR MILES AND ROUND TRIPS OPERATED (Continued)

No.	LINE	NAME	YEAR TO JUNE 30	CAR MILES (Thousands)				Per Cent Increase 3 Years	Per Cent Decrease 3 Years	ROUND TRIPS (Thousands)				Per Cent Increase 3 Years	Per Cent Decrease 3 Years
				1907	1908	1909	1910			1907	1908	1909	1910		
(d) From South Philadelphia:															
2	19 & 20.....		720	746	649	664	....	8	105.2	109.1	94.8	97.1	....	8	
3	17 & 18.....		668	526	507	644	....	4	109.4	98.1	71.2	79.5	....	27	
5	Passunk .....		677	680	666	629	....	7	80.1	80.5	78.9	74.5	....	7	
Total .....			2,065	1,952	1,822	1,937	....	6	294.7	287.7	244.9	251.1	....	15	
(e) From West Philadelphia:															
9	Chestnut .....		525	908	901	960	83	....	51.9	89.8	80.3	75.5	45	....	
13	Baltimore .....		1,511	1,500	879	766	....	49	125.9	125.2	72.2	61.5	....	51	
25	West Spruce .....		906	911	807	808	....	11	92.6	93.0	82.4	82.5	....	11	
87	Baltimore Subway.....		196	42	459	490	150	....	20.9	4.4	48.9	52.3	155	....	
12	Darby .....		1,785	1,638	1,004	1,038	....	42	117.7	108.0	66.2	68.5	....	42	
14	Gray's Ferry.....		1,590	1,468	1,317	1,218	....	23	103.6	95.6	85.8	79.3	....	23	
16	Elmwood .....		934	977	908	797	....	15	77.8	79.1	72.8	64.8	....	17	
86	Darby Subway.....		311	612	709	709	128	....	24.4	47.9	55.5	55.5	127	....	
18	Lancaster-Haddington .....		1,690	1,493	1,168	745	....	56	147.9	105.0	90.4	57.6	....	61	
19	Baring .....		1,100	1,136	585	526	....	52	104.2	107.8	55.5	49.9	....	52	
26	Belmont .....		918	925	716	726	....	21	87.4	88.3	71.8	69.1	....	21	
27	Haddington-Hestonville .....		1,003	958	810	684	....	32	71.4	68.2	57.6	48.7	....	32	
28	Overbrook .....		1,121	1,077	916	769	....	31	76.5	73.5	62.5	52.5	....	31	
88	Lancaster-Haddington Subway .....		123	527	479	495	303	....	17.2	74.0	66.2	45.2	163	....	
89	Baring Subway.....		1,578	1,626	354	364	....	31	117.2	113.4	42.8	44.0	....	36	
23	Haddington-Haverford .....		1,831	1,653	1,140	1,080	....	40	156.7	113.7	79.5	75.3	....	52	
24	63 & Vine.....				1,153	1,108	....				79.0	75.9	....		
Total Surface.....			17,122	17,451	14,305	13,283	....	22	1,393.3	1,386.9	1,169.4	1,058.1	....	24	
85	Subway Elevated.....		546	1,837	3,414	4,258	680	....	53.8	184.3	242.7	290.7	440	....	
Total Including Subway Elevated.....			17,668	19,288	17,719	17,541	....	1	1,447.1	1,571.2	1,412.1	1,348.8	....	7	
Total Lines Terminating in Delivery District.,			40,886	41,985	38,687	38,181	....	7	3,339.7	3,417.9	3,084.6	2,950.2	....	12	
III. CROSSTOWN LINES															
(a) West Philadelphia:															
10	Chester Avenue.....		703	351	203	135	....	81	63.0	56.4	32.6	21.6	....	66	
11	Chester Avenue Extension.....		8	284	281	242	....	23	2.1	28.7	28.3	24.5	....	21	
15	52d Street.....		1,147	1,148	912	889	....	7	143.3	145.5	115.6	112.8	....	3	
30	58 & 60.....		808	849	723	755	....	19	82.5	86.6	73.7	79.8	....	21	
31	Zoo .....		32	32	32	26	....	....	8.4	8.3	8.4	6.6	....	36	
22	Bala .....		132	174	173	160	21	....	45.5	62.5	47.9	28.4	....		
Total .....			2,830	2,838	2,324	2,207	....	22	344.8	388.0	306.5	273.7	....	22	
(b) South Philadelphia:															
6	Point Breeze.....		108	109	107	98	....	9	34.7	34.8	34.1	31.3	....	10	
7	Catharine & Bainbridge.....		359	357	324	301	....	16	70.5	69.9	63.6	59.1	....	16	
8	Federal & Wharton.....		373	375	369	346	....	7	75.8	76.2	74.9	70.4	....	7	
21	Lombard & South.....		1,214	1,215	1,147	1,071	....	12	108.9	109.0	102.9	96.0	....	12	
Total .....			2,054	2,056	1,947	1,816	....	12	289.9	289.0	275.5	256.8	....	11	



TRAFFIC AND SERVICE

CAR MILES AND ROUND TRIPS OPERATED (Concluded)

LINE		CAR MILES (Thousands)				ROUND TRIPS (Thousands)				Per Cent Increase 3 Years		Per Cent Decrease 3 Years	
No.	NAME	1907	1908	1909	1910	1907	1908	1909	1910	(A)	(B)	(C)	(D)
(c) North Philadelphia:													
39	Race & Vine.....	367	371	306	186	71.0	71.7	59.1	35.9	.....	.....	.....	49
40	Callowhill .....	457	435	341	289	76.8	73.1	57.3	48.6	.....	.....	.....	37
42	Beach .....	370	371	328	261	81.0	81.1	71.9	57.0	.....	.....	.....	30
20	Girard Belmont .....	732	706	677	642	71.8	69.2	66.4	63.0	.....	.....	.....	12
76	Girard .....	1,825	1,706	1,416	1,349	112.7	105.3	87.4	83.3	.....	.....	.....	26
77	Jefferson .....	991	992	967	822	69.7	69.8	68.0	57.8	.....	.....	.....	17
43	York & Dauphin .....	980	923	821	773	106.9	100.7	89.5	84.3	.....	.....	.....	21
68	Lehigh .....	1,200	1,082	936	924	126.2	111.8	96.8	95.5	.....	.....	.....	24
70	Erie .....	84	291	284	242	23.1	80.3	78.5	66.9	190	.....	.....	.....
79	Allegheny .....	466	747	627	694	65.4	104.2	87.4	91.0	39	.....	.....	.....
80	Allegheny Short Line .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57	Ohney .....	1,704	1,683	1,614	1,466	76.9	76.0	72.9	66.2	.....	.....	.....	14
74	Frankford-Willow Grove .....	12	13	10	13	0.5	0.5	0.4	0.5	.....	.....	.....	.....
74	Frankford-Bridesburg .....	103	99	97	82	21.9	21.2	20.8	17.5	.....	.....	.....	20
52	Glenaside .....	2,068	1,566	1,309	1,327	73.6	56.1	47.9	47.8	.....	.....	.....	35
Total .....		11,359	10,985	9,733	9,070	977.5	1,021.0	904.3	815.3	.....	.....	.....	17
Total Crosstown .....		16,243	15,879	14,004	13,093	1,612.2	1,698.0	1,486.3	1,345.8	.....	.....	.....	17
IV. SUBURBAN													
61	Cheltenham .....	488	384	333	371	81.7	64.3	55.7	60.0	.....	.....	.....	27
62	Cheltenham Willow Grove .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65	Doylestown .....	367	372	367	373	15.1	15.3	15.1	15.3	.....	.....	.....	.....
66	Hatboro .....	62	62	62	62	11.3	11.3	11.3	11.3	.....	.....	.....	.....
75	Torresdale .....	588	563	510	406	88.8	85.0	77.0	61.4	.....	.....	.....	31
81	Chester .....	360	369	367	352	21.8	22.3	22.3	21.3	.....	.....	.....	2
82	Media .....	448	448	447	446	20.9	21.0	20.9	20.9	.....	.....	.....	.....
83	Lansdowne .....	49	49	48	48	18.4	18.5	18.3	18.1	.....	.....	.....	2
84	Middletown .....	122	97	86	109	11.9	9.5	7.6	7.6	.....	.....	.....	36
17	Island Road .....	184	185	181	162	42.8	42.9	42.1	37.6	.....	.....	.....	12
Total .....		2,668	2,529	2,401	2,329	312.7	290.1	270.3	253.5	.....	.....	.....	19
Total Surface System .....		80,717	79,324	69,926	66,685	6,554.0	6,522.9	5,739.3	5,333.4	.....	.....	.....	19
Subway Elevated .....		546	1,837	3,414	4,258	53.8	184.3	242.7	290.7	442	.....	.....	.....
Total .....		81,263	81,161	73,340	70,943	6,607.8	6,707.2	5,982.0	5,624.1	.....	.....	.....	15

The following items reported by the Company have been included in those of lines indicated:

Baltimore Ave. Short Line.....	1907	1908	1909	1910	1907	1908	1909	1910	Included in
Elmwood Ave. Short Line.....	405	411	59	...	37.1	37.7	6.4	...	Baltimore
Lancaster Ave. ....	47	...	...	...	5.9	...	...	...	Elmwood
Haines St. ....	603	...	...	...	61.1	...	...	...	Lancaster—Haddonfield
Columbia Ave. Short Line .....	...	11	...	...	...	0.7	...	...	Wayne
Huntingdon & Cumberland .....	109	...	...	...	12.5	...	...	...	Columbia
2 & 3 Richmond .....	6	...	...	...	2.8	...	...	...	Lehigh
Glenaside Short Line .....	280	174	...	...	34.9	21.7	...	...	Bridesburg
Market St. Subway .....	199	258	278	233	12.0	12.9	13.9	11.7	Glenaside
Lancaster Subway .....	353	...	...	...	37.6	...	...	...	63 & Vine
32d St. Transfer .....	123	527	253	...	17.2	74.0	54.6	...	Lancaster—Haddonfield
...	...	...	23	...	...	...	15.3	...	Columbia

(A) Subway Elevated began operation west of City Hall, March, 1907.

(B) Subway Elevated began operation from City Hall to Second Street, August, 1908, and from Second to South Street, October, 1908.

(C) Strike from May 29 to June 6, 1909.

(D) Strike from February 19 to April 2, 1910.

(This statement compiled from information furnished by the Company.)

TRAFFIC AND SERVICE

HOURLY VARIATION OF CARS IN OPERATION

ON COMPOSITE DAY OF RIDING COUNT (Aug. 29-SEPT. 22, 1910)

LINE (A) No.	NAME	A. M.												P. M.												A. M.	
		4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3			
LINES TO NORTHEAST.																											
78	Bridenburg .....	5	23	26	26	26	26	23	18	18	18	18	23	26	26	25	20	17	17	17	18	13	3	3			
4 N	Richmond 7 & 9 .....	4.4	13.2	15.4	15.4	15.4	13.2	10.5	11.6	13.7	15.4	15.4	15.4	15.4	15.4	14.3	11.6	10.5	10.5	10.5	7.7	1.1	.....	.....			
71 N	Frankford 2 & 3 .....	8.9	23.9	35.8	35.8	35.8	32.1	28.4	26.8	26.8	27.6	31.4	35.1	35.8	35.8	32.8	27.6	23.2	21.6	21.6	18.7	15.7	10.4	5.2			
67	Berks & Montgomery .....	.....	11	29	30	30	30	24	15	15	27	30	30	30	30	30	20	15	15	15	15	15	5	.....			
72 N	Frankford Berks 5 & 6 .....	11.3	17.3	18.8	18.8	18.8	18.8	18.8	18.8	18.8	18.8	20.3	23.3	24.8	24.8	24.0	20.3	18.8	18.0	15.8	13.5	14.3	10.5	5.3			
73 N	Frankford Lehigh 5 & 6 .....	6.1	13.6	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	20.4	23.4	25.0	25.0	24.2	21.2	18.9	17.4	15.9	13.6	12.1	6.1	0.8			
96	Thoga & Dock .....	2	15	19	19	19	18	13	13	13	13	16	19	19	19	18	13	13	12	12	12	10	2	.....			
Total	.....	37.7	117.0	162.9	163.9	163.9	157.0	136.6	122.1	124.2	138.7	151.5	169.2	176.0	176.0	168.3	133.7	116.4	111.5	107.8	98.5	81.2	37.0	14.3			

LINES TO NORTH PHILADELPHIA.																								
56	Franklinville	7	18	18	18	18	16	11	9	9	9	11	16	25	31	29	16	10	9	9	9	5		
34	Norris & Susque- hanna	3	13	27	30	30	30	27	17	15	22	30	30	37	38	34	18	15	15	15	15	14	7	3
53 N	Indiana		3.9	9.0	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	9.7	9.7	9.0	7.1	7.1	6.5	2.6	
33	Cambria 7 & 9	1	6	12	12	12	12	12	12	12	12	12	12	12	12	11	7	7	7	7	6	2		
32 N	10 & 11	2.4	10.3	20.6	23.6	23.6	23.0	20.0	19.4	19.4	19.4	21.8	24.2	27.2	27.2	25.4	18.1	15.7	15.1	14.5	14.5	12.1	6.1	1.8
47 N	Cumberland	3.8	10.8	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	10.5	10.5	10.5	8.9	3.7
48 N	13 & 15	3.1	8.4	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	14.7	16.8	16.8	16.8	10.5	10.5	10.5	10.5	10.5	10.5	11.6	7.2	2.2
1 N	12 & 16	2.2	9.4	16.6	17.1	17.1	17.1	16.0	13.3	13.3	14.9	17.1	17.1	17.1	17.1	17.1	14.9	13.3	13.3	13.3	12.7	11.6	7.2	2.2
35 N	McKean 7 & 9	4.1	15.0	24.6	24.6	24.6	23.9	20.5	15.0	12.3	12.3	15.7	21.8	24.6	24.6	23.2	16.4	12.3	12.3	12.3	12.3	10.2	6.1	2.7
36	Columbia	4	16	26	27	27	27	23	21	21	22	26	27	33	34	32	23	21	21	20	17	15	7	3
37	Fairmount	1	8	14	14	14	14	14	14	14	14	14	14	17	21	21	14	14	14	13	11	6	2	
39 N	Morris & Tasker	3.2	10.1	14.3	14.8	14.8	13.2	11.6	11.6	11.6	11.6	11.6	12.7	14.3	14.8	14.8	13.2	11.6	11.6	11.6	11.6	8.5	2.6	1.6
41 N	Dickinson	1.2	7.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	11.6	12.2	12.2	13.4	12.8	11.6	10.3	10.3	10.3	10.3	3.7		
45	Continental Depot	1	11	17	17	17	17	16	14	14	14	16	17	17	17	17	15	14	14	14	13	10	3	
46	" Nice- town	9	24	23	24	24	21	19	17	17	17	19	23	30	31	25	20	17	17	17	16	15	9	4
50	17 & 19	4	16	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	20	20	20	18	7	
51	17 & 19 S. L.		2	14	17	22	22	17	5	12	17	17	17	17	17	12								
38	Manayunk	6	16	33	40	40	40	34	27	24	24	32	40	47	48	45	33	24	24	24	23	16	6	4
44	Ridge		8	22	28	28	28	22	17	17	18	26	28	28	28	26	18	17	15	14	14	8	1	
Total		56.0	213.2	344.4	370.7	375.7	367.8	326.7	275.9	215.2	290.8	334.1	369.5	418	433.7	398.6	290.9	254.9	243.8	232.6	222.2	176.1	77.5	26.0

LINES TO NORTH SUBURBS.																										
54 N	Fox Chase .....	10.5	22.7	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	17.8	11.4	3.2			
55	" " & Powell .....	.....	.....	.....	.....	.....	.....	.....	.....	9	19	24	24	24	24	24	24	24	24	24	6	1	.....			
63	Willow Grove 4 & 8 .....	7	15	24	28	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	23	14	5			
64	Willow Grove 13 & 15 .....	4	13	23	28	29	29	29	29	33	38	43	44	44	44	44	44	44	44	44	37	17	4			
58 N	Chestnut Hill .....	11.5	22.9	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	27.8	25.4	18.8	11.5			
60	Pelham .....	6	21	31	31	30	29	25	21	21	21	21	21	25	26	26	22	21	21	21	19	9	.....			
49 N	Wayne .....	9.4	22.0	28.3	28.3	28.3	28.3	26.8	25.2	22.8	22.8	25.2	27.6	28.3	28.3	28.3	26.0	22.8	20.5	18.9	14.2	7.9	4.7			
	Total .....	48.4	116.6	157.6	166.6	167.6	166.6	161.1	155.5	166.1	181.1	193.5	196.9	201.6	202.6	202.6	196.3	192.1	189.8	188.2	142.4	79.1	28.4			
	Total North .....	142.1	446.8	664.9	701.2	707.2	691.4	624.4	553.5	565.5	610.6	679.1	735.6	795.6	812.3	769.5	620.9	563.4	545.1	528.6	399.7	193.6	68.7			

(A) Double End Lines are divided at Market Street and cars apportioned according to running time on each end.

(A) Double End Lines are divided at Market Street and cars apportioned according to running time on each end.

TRAFFIC AND SERVICE

HOURLY VARIATION OF CARS IN OPERATION  
ON COMPOSITE DAY OF RIDING COUNT (Continued)

LINE No.	NAME	A. M.										P. M.										A. M.			
		4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4
LINES TO SOUTH PHILADELPHIA.																									
71 S	Frankford 2 & 3	3.1	8.1	12.2	12.2	12.2	10.9	9.6	9.2	9.2	9.4	10.6	11.9	12.2	11.2	9.4	7.8	7.4	7.4	7.4	6.3	5.3	3.6	1.8	1.3
72 S	" Berks 5 & 6	3.7	5.7	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.7	7.7	8.2	8.0	6.7	6.2	6.0	5.2	4.5	4.7	3.5	1.7	1.5	
73 S	" Lehigh 5 & 6	1.9	4.4	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.6	7.6	8.0	7.8	6.8	6.1	5.6	5.1	4.4	3.9	1.9	0.2	.....	
54 S	Fox Chase	2.5	5.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	4.2	2.6	0.8	0.8	
41 S	Dickinson	0.8	4.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	7.4	7.8	8.6	8.2	7.4	6.7	6.7	6.7	5.5	2.3	.....	.....	.....	
58 S	Chestnut Hill	2.5	5.1	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	6.2	5.6	4.2	2.5	1.1	
53 S	Indiana	.....	2.1	5.0	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.3	5.3	5.0	3.9	3.9	3.5	1.4	.....	.....	
4 S	Richmond 7 & 9	3.6	10.8	12.6	12.6	12.6	10.8	8.5	9.4	11.3	12.6	12.6	12.6	12.6	11.7	9.4	8.5	8.5	8.5	6.3	0.9	.....	.....	.....	
35 S	McKean 7 & 9	1.9	7.0	11.4	11.4	11.4	11.1	9.5	7.0	5.7	5.7	7.3	10.2	11.4	10.8	7.6	5.7	5.7	5.7	5.7	4.8	2.9	1.3	1.3	
32 S	10 & 11	1.6	6.7	13.4	15.4	15.4	15.0	13.0	12.6	12.6	12.6	14.2	15.8	17.8	16.6	11.9	10.3	9.9	9.5	9.5	7.9	3.9	1.2	1.2	
47 S	Cumberland	2.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	3.3	.....	.....	.....	.....	.....	.....	
48 S	13 & 15	2.9	7.6	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	13.3	15.2	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.1	3.3	.....	
1 S	12 & 16	1.8	7.6	13.4	13.9	13.9	13.9	13.0	10.7	10.7	12.1	13.9	13.9	13.9	13.9	12.1	10.7	10.7	10.7	10.3	9.4	5.8	1.8	1.8	
49 S	Wayne	2.6	6.0	7.7	7.7	7.7	7.7	7.2	6.8	6.2	6.2	6.8	7.4	7.7	7.7	7.0	6.2	5.5	5.1	4.7	3.8	2.1	1.3	1.1	
2	19 & 20	1	10	16	17	17	17	17	17	17	17	17	17	17	17	14	13	13	13	13	8	1	.....	.....	
3	17 & 18	2	9	24	24	24	24	20	14	18	18	24	24	29	31	26	15	14	14	14	12	5	2	2	
5	Passyunk	2	9	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	9	.....	.....	.....	
Total		36.1	115.3	175.4	179.6	179.6	175.8	163.2	152.1	152.1	159.0	173.5	186.1	197.7	200.5	185.3	153.3	141.2	135.5	129.0	122.3	94.8	46.0	17.9	12.1

LINES TO WEST PHILADELPHIA.

9	Chestnut	4	12	19	19	19	18	16	16	16	16	18	19	19	18	18	16	15	15	15	14	10	5	2	2
13	Baltimore	5	13	18	18	18	18	15	13	13	13	15	18	18	17	17	12	10	9	9	9	7	5	4	4
25	West Spruce	4	13	15	15	15	14	12	12	12	14	15	15	15	14	14	12	12	12	12	12	10	4	2	2
87	Baltimore Subway	1	9	13	13	13	13	11	10	10	10	12	13	13	12	12	9	7	7	7	7	4	.....	.....	.....
12	Darby	6	21	24	26	25	22	19	15	13	17	21	27	31	28	18	13	13	13	13	13	11	8	4	4
14	Gray's Ferry	7	28	27	27	27	24	19	18	19	24	27	31	30	24	17	13	13	13	11	11	11	7	4	4
16	Elmwood	2	16	19	19	19	17	16	16	16	16	18	19	19	18	17	14	10	9	9	7	2	2	.....	.....
86	Darby Subway	2	11	21	21	21	16	14	11	11	12	15	16	21	19	13	11	11	11	9	9	6	1	.....	.....
18	Lancaster-Haddington	6	13	17	17	17	17	17	13	10	13	17	22	22	21	11	10	10	9	8	9	11	8	4	4
19	Baring	3	8	12	14	14	14	13	10	9	11	14	19	19	13	9	9	9	9	8	7	3	3	2	2
26	Belmont	1	8	20	23	26	26	18	14	14	18	19	21	23	22	13	12	12	10	9	8	8	4	.....	.....
27	Haddington-Hes-tonville	.....	9	17	17	17	16	13	13	13	14	16	17	17	17	15	13	13	11	10	9	7	1	.....	.....
28	Overbrook	3	17	18	18	18	16	14	13	13	14	17	18	18	17	15	13	13	11	10	8	4	3	3	3
88	Lancaster-Haddington Subway	1	9	13	13	13	13	12	8	8	9	13	13	13	13	8	8	7	7	7	5	1	.....	.....	.....
89	Baring Subway	.....	5	10	10	10	10	9	7	6	8	10	10	10	9	6	6	6	6	6	3	.....	.....	.....	.....
23	Haddington-Haverford	7	19	22	22	22	22	22	22	22	22	22	22	22	21	18	16	16	12	11	11	12	8	4	4
24	63 & Vine	7	18	22	22	22	22	22	22	22	22	22	22	22	21	19	16	16	12	11	11	11	9	4	1
Total Surface		59	229	307	314	313	298	262	233	227	241	294	320	334	310	235	202	177	168	163	138	70	33	33	33
85	Subway-Elevated	.....	24	57	88	88	88	62	57	57	57	57	82	96	85	39	38	27	26	26	20	.....	.....	.....	.....
Total Including Subway-Elevated		59	253	364	402	401	386	324	290	284	298	321	402	430	395	274	240	204	194	189	158	70	33	33	33
Total Delivery District Lines		237.2	815.1	1,204.3	1,282.8	1,287.8	1,253.2	1,111.6	995.6	1,001.6	1,067.6	1,173.6	1,272.7	1,395.3	1,349.8	1,048.2	944.6	884.6	851.6	816.6	652	70	33	33	33



TRAFFIC AND SERVICE

HOURLY VARIATION OF CARS IN OPERATION  
ON COMPOSITE DAY OF RIDING COUNT (Concluded)

LINE (A) No.	NAME	A. M.										P. M.										A. M.				
		4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	
CROSSTOWN LINES.																										
West Philadelphia.																										
10	Chester Avenue	2	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11	" " Exten.	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
15	52	2	12	20	21	21	21	21	17	16	16	19	23	25	25	25	19	16	12	12	12	12	12	12	12	12
30	58 & 60	6	17	20	20	20	18	15	15	15	15	18	20	20	20	18	15	15	15	15	12	10	3	2	2	2
31	Zoo	6	17	20	20	20	18	15	15	15	15	18	20	20	20	18	15	15	15	15	12	10	3	2	2	
21	W Lombard & South	4.4	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.2	9.4	7.2	3.3	2.2	2	
22	Bala	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Total		15.4	48.7	62.7	64.7	64.7	62.7	55.7	54.7	54.7	57.7	64.7	68.7	68.7	67.7	67.7	59.7	53.7	49.7	49.2	43.4	32.2	10.3	4.2	4	
South Philadelphia.																										
6	Point Breeze	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
7	Catharine & Bain-bridge	2	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
8	Federal & Wharton	2	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
21	E Lombard & South	3.6	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	9.8	7.6	5.8	2.7	1.8	1.4	
39	S Morris & Tasker	2.8	8.9	12.7	13.2	13.2	11.8	10.4	10.4	10.4	10.4	10.4	11.3	12.7	13.2	13.2	11.8	10.4	10.4	10.4	10.4	7.5	2.4	1.4	1	
Total		10.4	37.2	42.0	42.5	42.5	41.1	39.7	39.7	39.7	39.7	40.6	42.0	42.5	42.5	41.1	39.7	39.7	39.7	39.2	36.0	25.3	5.1	3.2	3	
North Philadelphia.																										
29	Race & Vine	1	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
40	Callowhill	2	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
42	Beach	2	6	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
20	Girard-Belmont	3	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
76	Girard	11	24	31	30	30	27	22	20	20	20	24	32	32	32	32	33	23	20	20	20	21	14	5	5	
77	Jefferson	3	13	19	19	19	19	19	19	19	19	19	21	22	22	22	20	19	19	19	17	13	5	1	1	
43	York & Dauphin	4	18	19	19	19	19	16	15	15	15	19	19	19	19	19	16	15	15	14	14	9	5	2	2	
68	Lehigh	10	20	19	19	19	19	19	19	19	19	21	25	25	25	25	25	25	24	24	16	11	4	3	3	
70	Erie	2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
79	Allegheny	2	11	15	15	15	14	11	11	11	11	11	14	15	15	15	13	11	11	10	9	8	4	1	1	
80	" Short Line	10	10	10	10	10	8	7	7	7	7	7	10	10	10	10	7	7	7	7	6	5	1	1	1	
57	Olney	7	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	19	11	5	3	3	
74	Frankford & Bridesburg	6	12	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	14	2	5	2	2	
52	Glenside	6	12	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	14	2	5	2	2	
Total		49	157	195	195	195	189	176	175	181	189	198	214	224	230	231	209	195	192	189	163	123	50	17	15	
Total Crosstown		74.8	242.9	299.7	302.2	302.2	292.8	271.4	269.4	275.4	283.4	295.4	319.3	334.7	341.2	341.2	309.8	288.4	281.4	277.4	242.4	180.5	65.4	24.4	22	
SUBURBAN LINES																										
61	Cheltenham	1	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3	1	1	1	
65	Doylestown	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	
66	Hatboro	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
75	Torresdale	2	8	9	9	9	9	9	9	9	9	9	9	9	9	9	7	5	5	5	5	5	3	3	3	
81	Chester	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	2	2	
82	Media	4	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	2	2	2	
83	Lansdowne	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
84	Middletown	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
17	Island Road	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Total		13	33	37	39	40	40	40	40	40	40	40	40	40	40	40	38	36	36	36	36	25	10	2	2	
Total Surface System Subway-Elevated		325	1,067	1,484	1,536	1,542	1,498	1,361	1,248	1,260	1,334	1,452	1,575	1,688	1,728	1,646	1,357	1,231	1,175	1,139	1,069	838	385	146	121	
Total		325	1,091	1,541	1,624	1,630	1,586	1,423	1,305	1,317	1,391	1,509	1,632	1,770	1,824	1,731	1,395	1,269	1,202	1,165	1,095	858	385	146	121	



TRAFFIC AND SERVICE

HOURLY VARIATION OF CARS IN OPERATION

RATIO TO BASE SCHEDULE

FOR COMPOSITE DAY OF RIDING COUNT (AUG. 29 TO SEPT. 22, 1910)

LINES FROM DELIVERY DISTRICT TO	A. M.												P. M.												A. M.			
	4-5		5-6		6-7		7-8		8-9		9-10		10-11		11-12		12-1		1-2		2-3		3-4					
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%				
Northeast .....	31	96	133	134	134	129	112	100	102	113	124	139	144	144	138	110	95	91	88	81	66	30	12	9				
North Philadelphia .....	21	77	124	134	136	133	118	100	100	106	121	134	151	157	144	106	92	88	84	80	64	28	9	9				
North Suburbs .....	31	75	101	107	108	107	104	100	107	116	124	126	130	130	130	126	124	122	121	119	92	51	18	10				
Total North .....	26	81	120	127	128	125	113	100	102	110	123	133	144	147	139	112	102	99	96	91	72	35	12	9				
South Philadelphia .....	24	76	115	118	118	116	107	100	100	104	114	122	130	132	122	101	93	89	85	80	62	30	12	8				
West Philadelphia (Surface) .....	26	101	136	138	138	131	115	103	100	106	116	130	141	148	137	104	89	78	74	72	61	31	15	15				
Subway-Elevated .....	0	42	100	154	154	154	109	100	100	100	100	100	144	168	149	68	67	47	46	46	35	0	0	0				
Total West Philadelphia .....	20	87	126	139	139	133	112	100	98	103	111	121	139	148	136	95	83	70	67	65	55	24	11	11				

CROSSTOWN LINES

West Philadelphia	28	89	114	118	118	114	102	100	100	100	105	118	125	125	124	109	98	91	90	79	59	19	8	8											
South Philadelphia	26	93	106	107	107	104	100	100	100	100	100	102	106	107	107	104	100	100	98	91	64	13	8	8											
North Philadelphia	28	90	112	112	112	108	100	100	103	108	113	122	128	132	132	119	111	110	108	93	70	29	10	9											
Total Crosstown	28	90	111	112	112	109	101	100	102	105	110	119	124	127	127	115	107	104	103	90	67	24	9	8											
SUBURBAN LINES	33	83	93	97	100	100	100	100	100	100	100	100	100	100	100	95	90	90	90	90	63	25	5	5											
TOTAL SURFACE SYSTEM	26	83	119	123	124	120	109	100	101	107	117	126	135	138	132	109	99	94	91	86	67	31	12	10											
SUBWAY-RELATED	0	42	100	154	154	154	109	100	100	100	100	100	144	168	149	68	67	47	46	46	35	0	0	0											
TOTAL	25	84	118	124	125	122	109	100	101	107	116	125	136	140	133	107	97	92	89	84	66	29	11	9											

TRAFFIC AND SERVICE

PRESENT CAR ASSIGNMENT BY LINES

SUMMER

WINTER

No.	LINE (Y)	NAME	REPORTED BY COMPANY AS OF				OBSERVED COMPOSITE DAY				REPORTED BY COMPANY AS OF			
			JUNE 30, 1910				OF HIDING COUNT				NOVEMBER, 1910			
			Type of Cars (Z)	No. Cars (Y)	Total Seats	Total Capacity (X)	Type of Cars (Z)	No. Cars (Y)	Total Seats	Type of Cars (Z)	No. Cars (Z)	Total Seats	Total Capacity (X)	
LINES FROM DELIVERY DISTRICT														
TO NORTHEAST														
78	Bridenburg	.....	K	26	1,040	1,300	K-M-N	1,010	A	21	504	1,008		
4N	Richmond 7 & 9	.....	P	15.8	790	949	B-K-P	675	B	14.8	385	770		
71N	Frankford 2 & 3	.....	C	34.2	1,094	2,086	A-B-C-N	1,060	C	29.2	935	1,781		
69	Tioga & Dock	.....	N	25	900	1,275	K-N	905	A	19	456	912		
67	Berks & Montgomery	.....	K	35	1,400	1,750	C-K-M-N-P	1,390	C	30	960	1,830		
72N	Frankford-Berks 5 & 6	.....	R	27.8	1,335	1,956	N-R	1,335	C	22.5	720	1,373		
73N	" Lehigh 5 & 6	.....	R	24.8	1,190	1,736	R	1,192	C	22.5	720	1,372		
Total	.....	.....		188.6	7,749	11,052		7,567		159.0	4,680	9,046		
TO NORTH PHILADELPHIA														
56	Franklinville	.....	K	18	720	900	K-M-P	826	B	18	468	936		
34	Norris & Susquehanna	.....	P	38	1,900	2,280	A-B-N-P	1,721	B	34	884	1,768		
53N	Indiana	.....	K	10.1	404	505	K	404	A	10.1	264	528		
33	Cambria 7 & 9	.....	K	12	480	600	K-N	466	A	12	288	576		
32N	10 & 11	.....	G	29.3	1,112	2,228 } 127 }	P-N-F-G	1,163 } 95 }	G	27.8	1,056	2,114		
47N	Cumberland	.....	N	2.4	77	852	P-G	435	N	3.2	102	170		
48N	13 & 15	.....	G	11.2	426	822	N-G	435	G	33.6	1,276	2,555		
1N	12 & 16	.....	G	13.6	517	1,034 } 170 }	A-B-P-G	514 } 730 }	G	10.0	380	760		
35N	McKean 7 & 9	.....	G	3.2	102	170 }	N-R-G	121 }	N	1.5	48	80		
36	Columbia	.....	G	19.2	730	1,460	N-R-G	1,110	G	18.1	687	1,376		
37	Fairmount	.....	N	3.3	106	175 }	A-K-G	126 }	G	25.8	978	1,956		
39N	Morris & Tasker	.....	K	29.1	1,105	2,210 } 175 }	B-P	1,402 } 840 }	A	2.0	64	106		
41N	Dickinson	.....	K	37	1,406	2,812	K	1,402	G	34	1,292	2,584		
45	Continental Depot	.....	P	21	840	1,050	B-P	840	A	21	504	1,008		
46	" Nicetown	.....	P	14	700	840	K-P	690	A	15.5	372	744		
50	17 & 19	.....	K	17	850	1,020	A-K-P	740	C	15.6	374	748		
51	17 & 19 Short Line	.....	K	31	1,350	1,860	P-G	680	C	17	544	1,037		
38	Manayunk	.....	G	31	1,178	2,356	P-G	1,442	C	26	832	1,586		
44	Ridge	.....	G	17	646	1,292	A-B-C	1,184	G	21	798	1,596		
Total	.....	.....	C	52	1,664	3,172	P-F-G	687	G	17	646	1,292		
			C	28	896	1,708		1,654	C	46	1,472	2,806		
								896	C	31	992	1,891		
Total	.....	.....		454.4	18,089	29,501		17,926		440.2	14,321	28,217		
TO NORTH SUBURBS														
54N	Fox Chase	.....	P	22.8	1,140	1,368 } 780 }	K-L-M-N-P	880 } 650 }	B	22.8	611	1,222		
55	" & Powell	.....	P	13	650	780 }	P-R	1,398	B	13	338	676		
63	Willow Grove 4 & 8	.....	R	29	1,392	2,030	P-R-F-G	1,398		28	728	1,456		
64	" 13 & 15	.....	G	29	1,102	2,204	P-F-G	1,270	G	21	798	1,596		
58N	Chestnut Hill	.....	G	27.5	1,044	2,088	P-F-G	1,044	G	27.5	1,044	2,088		
60	Pelham	.....	G	26	988	1,976	P-F-G	1,050	G	46	1,748	3,496		
40N	Wayne	.....	G	27.6	1,048	2,100	P-G	1,117	G	23.0	874	1,748		
Total	.....	.....		174.9	7,364	12,546		7,459		181.3	6,141	12,282		
Total North	.....	.....		817.9	33,202	53,099		32,952		780.5	25,142	49,545		
TO SOUTH PHILADELPHIA														
71S	Frankford 2 & 3	.....	C	13.8	442	841	A-B-C-N	428	C	11.8	378	720		
72S	" Berks 5 & 6	.....	R	9.2	442	644	N-R	442	C	7.5	240	457		
73S	" Lehigh 5 & 6	.....	R	8.2	393	574	R	393	C	7.5	240	458		
54S	Fox Chase	.....	P	6.2	310	372	K-L-M-N-P	239	B	6.2	161	322		
41S	Dickinson	.....	P	7.0	350	420	K-P	305	A	6.4	154	307		
58S	Chestnut Hill	.....	G	6.5	247	494	P-F-G	239	G	6.5	247	494		

TRAFFIC AND SERVICE

PRESENT CAR ASSIGNMENT BY LINES (Continued)

LINE (Y)		SUMMER			WINTER		
		REPORTED BY COMPANY AS OF JUNE 30, 1910		OBSERVED COMPOSITE DAY OF RIDING COUNT (Aug. 29 SEPT. 22, 1910)	REPORTED BY COMPANY AS OF NOVEMBER, 1910		
No.	NAME	Type of Cars (Z)	No. Cars (Y)	Total Seats (X)	Type of Cars (Z)	No. Cars (Y)	Total Capacity (X)
TO SOUTH PHILADELPHIA (Continued)							
53S	Indiana	K	5.9	236	K	5.9	284
4S	Richmond 7 & 9	P	17.2	860	P-B-K	16.2	421
35S	McKean 7 & 9	{G {N {G {N	15.9 1.7 15.7 1.6	1,032 604 54 596	{ { { {	13.2 1.0 15.2 1.8	1,002 53 1,155 96
32S	10 & 11	{N {G {N	15.7 1.6 1.6	1,193 85 51	{ { {	15.2 1.8 20.4	1,155 96 1,550
47S	Cumberland	G	6.8	258	P-G	9.0	775
48S	13 & 15	{G {N	12.4 2.8	471 90	{ {	342 48	684 80
1S	12 & 16	G	16.8	638	A-B-G-P	15.9	604
49S	Wayne	G	8.4	319	P-G	7.0	266
2	19 & 20	G	22	836	G	23.0	874
3	17 & 18	{G {N {K	24 7 13	912 224 520	{ { {	31.0	1,178
5	Passyunk	K	13	520	A-B-K	13	624
Total			222.1	8,853		220.0	14,971
TO WEST PHILADELPHIA							
9	Chestnut	G	23	874	G	19	722
13	Baltimore	G	18	685	G	18	684
25	West Spruce	G	18	685	A-B-G	15	570
87	Baltimore Subway	F	13	520	F	14	560
12	Darby	G	31	1,178	P-G	21	798
14	Gray's Ferry	P	27	1,350	B-C-K-P-R	28	896
16	Elmwood	K	24	960	A-K-P	22	572
86	Darby Subway	F	21	840	F	21	840
18	Lancaster-Haddington	{G {N {G {N	17 5 14 5	646 160 532 160	{ { { {	17	646
19	Baring	{G {N {G {N	17 5 14 5	646 160 532 160	{ { { {	17	646
26	Belmont	N	24	864	K-M-N-P	23	552
27	Haddington-Hestonville	N	17	612	K-N	17	408
28	Overbrook	P	24	1,200	K-M-N-P	18	432
88	Lancaster-Haddington Subway	F	13	520	F	13	520
89	Baring Subway	F	10	400	F	10	400
23	Haddington-Haverford	G	22	836	G	22	836
24	63 & Vine	G	22	836	G	22	836
Total			348	13,858		314	20,886
Total Delivery District Lines			1388	55,913		1,314.5	43,497
CROSSTOWN LINES							
West Philadelphia.							
10	Chester Avenue	A	3	72	A	3	78
11	"	A	4	96	A-B	4	104
15	52	G	25	950	G	25	950
30	58 & 60	P	28	1,400	B-K-P-R	24	624
31	Zoo	N	1	36	A	1	36
22	Bala	A	3	72	A	3	72
21W	Lombard & South	N	13	468	A-K-M-N-P	13	516
Total			77	3,094		73	3,164
Total				107			



TRAFFIC AND SERVICE

PRESENT CAR ASSIGNMENT BY LINES (Concluded)

SUMMER									
REPORTED BY COMPANY AS OF JUNE 30, 1910					OBSERVED COMPOSITE DAY OF RIDING CONT'D (Aug. 29-Sept. 22, 1910)				
LINE (X)	NAME	Type of Cars (Z)	No. Cars (Y)	Total Seats	Total Capacity (X)	Type of Cars (Z)	Total Seats	Type of Cars (Z)	Total Capacity (X)
South Philadelphia.									
6	Point Breeze .....	A	2	48	96	A-B	50	A	96
7	Catharine & Bainbridge .....	A	8	192	384	A-B	194	A	384
8	Federal & Wharton .....	A	9	216	432	A-B	223	A	432
21E	Lombard & South .....	N	10	360	510	A-K-M-N-P	455	A	840
39S	Morris & Tasker .....	P	14	700	841	B-P	690	A	744
Total	.....		43	1,516	2,263		1,612	44.5	2,136
North Philadelphia.									
29	Race & Vine .....	A	8	192	384	A	192	A	240
40	Callowhill .....	A	9	216	432	A	216	A	432
42	Beach .....	A	8	192	384	A	192	A	384
20	Girard-Belmont .....	R	13	624	910	R	624	B	676
76	Girard .....	R	40	1,920	2,800	P-R-F	1,780	G	3,040
77	Jefferson .....	K	22	880	1,100	K-P	898	A	1,056
43	York & Dauphin .....	K	19	760	950	A-K	745	B	988
68	Lehigh .....	P	25	1,250	1,500	K-M-P	1,190	B	494
70	Erte .....	A	6	144	288	A	144	A	144
79	Allegheny .....	A	15	570	1,140	G	570	G	570
80	„ Short Line .....	G	10	380	760	F-G	377	G	380
57	Ohney .....	P	23	1,150	1,380	K-M-N-P	1,122	B	598
74	Frankford-Bridsburg .....	A	2	48	96	A	48	A	96
52	Glenside .....	F	64	2,432	4,864	F	2,304	F	989
Total	.....		264	10,758	16,988		10,402	204	12,573
Total Crosstown	.....		384	15,368	24,025		15,132	321.5	18,737

SUBURBAN LINES

61	Cheltenham .....	P	9	450	540	P	450	B	312
65	Doylstown .....	R	6	288	420	K-M-N-R	277	C	183
66	Harboro .....	P	1	50	60	N	36	A	48
75	Torresdale .....	N	9	324	459	N	324	A	432
81	Chester .....	D	5	160	305	A-D	158	D	305
82	Media .....	Q	6	432	432	K-Q-R	325	C	366
83	Lansdowne .....	A	1	24	48	A	24	B	52
84	Middletown .....	N	2	72	102	P-R	98	A	96
17	Island Road .....	A	3	72	144	A	73	A	144
Total	.....		42	1,872	2,510		1,765	36	1,938
Total Surface System	.....		1,814	73,153	118,278		72,339	1,672	106,077

NOTES:

- (W) On the Glenside line the number of evening rush-hour cars was observed several days to be 32 instead of 64. The number reported (64) apparently does not apply to every week day, but covers service as required to Willow Grove Park. In statements comparing present with recommended service 32 evening rush-hour cars are shown for the Glenside line. This makes the total evening rush-hour cars on the surface system (summer schedule) 1,782 and the ratio to number of base schedule cars 145% instead of 148%.
- (X) Total seating and standing capacity, allowing four square feet per standing passenger.
- (Y) Double end lines are treated as if divided at Market Street.

(Z) KEY TO TYPES OF CARS

A	18' Closed Single Truck	K	8 Bench Open
B	20' " " "	L	8 " " Center Aisle
C	24' " " Maximum Traction Trucks	M	9 " " " "
D	26' " " Double Truck	N	9 " " " "
F	28' " " " (E-41 & E-42)	P	10 " " " "
G	28' " " " Pay-Within (E-43 & E-44)	Q	12 " " " "
		R	12 " " " Center Aisle



TRAFFIC AND SERVICE

IRREGULARITIES OF HEADWAY

DURING RUSH HOURS FROM 4 TO 7 P. M.

LINE (A)		OCTOBER 5, 1910			OCTOBER 5, 1910			DAY OF WEEK BEGINNING, DECEMBER 19, 1910		
No.	Name	Sum of Time Behind and Ahead (Minutes)	Average per Car (Minutes)	Ratio to Average Head way	Sum of Time Behind and Ahead (Minutes)	Average per Car (Minutes)	Ratio to Average Head way	Sum of Time Behind and Ahead (Minutes)	Average per Car (Minutes)	Ratio to Average Head way
LINES TO NORTHEAST										
78	Bridensburg .....	84.0	2.0	50%	95.0	2.6	64%	70.3	1.6	40%
4 N	Richmond 7 & 9.....	54.7	1.3	39	117.5	3.4	99	49.0	1.6	27
71 N	Frankford 2 & 3.....	47.1	0.8	26	141.0	3.1	102	70.0	2.1	35
69	Tioga & Dock.....	58.5	1.3	43	93.6	2.3	78	40.3	1.3	22
67	Berks & Montgomery.....	81.4	1.1	40	111.4	2.0	81	84.5	1.6	33
72 N	Frankford-Berks 5 & 6.....	53.2	1.8	46	143.7	5.1	132	96.8	2.3	56
73 N	Frankford-Lehigh 5 & 6.....	57.8	1.4	35	144.5	4.8	120	410.9	1.8	
Total or Average.....		436.7	1.3		846.7	3.1				
LINES TO NORTH SUBURBS										
54 N	Fox Chase .....									
63	Willow Grove 4 & 8.....									
64	Willow Grove 13 & 15.....									
58 N	Chestnut Hill .....									
60	Pelham .....									
49 N.	Wayne .....									
Total or Average.....										
LINES TO SOUTH PHILADELPHIA										
71 S	Frankford 2 & 3.....									
72 S	Frankford-Berks 5 & 6.....									
73 S	Frankford-Lehigh 5 & 6.....									
54 S	Fox Chase .....									
41 S	Dickinson .....									
58 S	Chestnut Hill .....									
53 S	Indiana .....									
4 S	Richmond 7 & 9.....									
35 S	McKean 7 & 9.....									
32 S	10 & 11.....									
47 S	Cumberland .....									
48 S	13 & 15.....									
1 S	12 & 16.....									
49 S	Wayne .....									
2	19 & 20 .....									
3	17 & 18.....									
5	Passyunk .....									
Total or Average.....										
LINES TO NORTH PHILADELPHIA										
56	Franklinville .....	52.8	1.8	30	38.4	1.4	24	71.6	1.3	42
34	Norris & Susquehanna.....	72.2	1.5	61	139.2	2.4	98	54.4	1.6	41
53 N	Indiana .....	53.7	2.1	30	102.5	4.1	59	52.7	1.4	36
33	Cambria 7 & 9.....	61.1	2.3	38	99.1	3.4	57	36.0	1.2	30
32 N	10 & 11.....	103.6	1.4	68	148.2	3.6	172	36.1	1.0	24
47 N	Cumberland .....	55.3	1.5	26	99.2	2.1	35	54.6	2.2	36
48 N	13 & 15.....	74.2	2.0	44	85.7	2.8	60	54.7	2.0	29
1 N	12 & 16.....	67.6	1.1	43	144.9	2.5	98	61.3	1.5	43
35 N	McKean 7 & 9.....	67.6	1.1	47	137.0	2.5	106	71.8	1.2	50
36	Columbia .....	90.0	1.5	62	110.0	2.2	102	94.5	1.2	59
37	Fairmount .....	97.0	3.3	84	155.3	4.3	108	80.2	2.5	42
39 N	Morris & Tasker.....	79.3	1.6	39	68.2	1.4	35	74.4	2.3	49
41 N	Dickinson .....	61.8	2.0	47	91.2	2.6	61	74.4	1.1	46
45	Continental Depot .....	66.2	1.6	32	98.0	2.6	53	71.2	1.7	42
46	Continental Nicetown .....	45.0	2.8	82	139.3	2.6	77	69.7	1.4	47
50	17 & 19.....	56.7	1.5	44	112.7	3.1	92	123.9	1.9	63
51	17 & 19 Short Line.....	82.6	1.6	32	107.0	3.2	65	49.5	1.3	27
38	Manayunk .....	85.0	1.3	59	94.9	1.6	71	410.9	1.8	
14	Ridge .....	97.1	1.6	43	84.1	1.5	38	1971.3	2.9	
Total or Average.....		1373.8	1.6		2054.9	2.5				

## TRAFFIC AND SERVICE

## IRREGULARITIES OF HEADWAY—(Continued)

## DURING RUSH HOURS FROM 4 TO 7 P. M.

LINE (A)		OCTOBER 5, 1910		DAY OF WEEK BEGINNING, DECEMBER 19, 1910		LINE (A)		DAY OF RIDING OBSERVATION, AUGUST 29-SEPTEMBER 22	
No.	Name	Sum of Time Behind and Ahead (Minutes)	Average per Car (Minutes)	Ratio to Average Head-way	No.	Name	Sum of Time Behind and Ahead (Minutes)	Average per Car (Minutes)	Ratio to Average Head-way
LINES TO WEST PHILADELPHIA									
9	Chestnut . . . . .	52.9	1.5	38%	6	Point Breeze . . . . .	(B)	(B)	(B)
13	Baltimore . . . . .	38.6	1.1	22	7	Catharine & Bainbridge . . . . .	42.9	1.7	28%
25	West Spruce . . . . .	37.8	1.1	28	8	Federal & Wharton . . . . .	40.1	1.2	24
87	Baltimore Subway . . . . .	27.4	0.9	18	21 E	Lombard & South . . . . .	50.9	1.1	28
12	Darby . . . . .	47.7	1.4	41	39 S	Morris & Tasker . . . . .	49.2	1.1	27
14	Gray's Ferry . . . . .	90.5	2.0	50					
16	Elmwood . . . . .	69.8	1.9	49					
86	Darby Subway . . . . .	103.0	3.0	79					
18	Lancaster-Haddington . . . . .	46.3	1.3	26					
19	Baring . . . . .	49.3	1.6	27					
26	Belmont . . . . .	84.3	1.8	52					
27	Haddington-Hestonville . . . . .	56.3	1.9	32					
28	Overbrook . . . . .	67.1	2.4	53					
88	Lancaster - Haddington Sub-way . . . . .	16.1	0.6	10					
89	Baring Subway . . . . .	22.3	0.9	15					
23	Haddington-Haverford . . . . .	52.4	1.7	34					
24	63 & Vine . . . . .	57.9	1.7	34					
	Total or Average . . . . .	919.7	1.6						
	Total or Average Delivery District Lines . . . . .	4278.1	1.6						
CROSSTOWN LINES									
	Day of Riding Observation, Aug. 29-Sept. 22								
WEST PHILADELPHIA									
10	Chester Avenue . . . . .	13.2	1.2	8	61	Chelton . . . . .	96.8	2.4	47
11	Chester Avenue Extension . . . . .	26.1	2.6	17	65	Doylestown . . . . .	90.9	5.3	30
15	52 . . . . .	64.1	1.0	38	66	Hatboro . . . . .	22.3	2.8	8
30	58 & 60 . . . . .	35.1	0.6	29	75	Torresdale . . . . .	27.3	1.1	21
31	Zoo . . . . .	(B)	(B)	(B)	82	Media . . . . .	7.6	0.8	4
22	Bala . . . . .	24.7	1.6	14	83	Lansdowne . . . . .	(B)	(B)	(B)
21 W	Lombard & South . . . . .	51.6	1.1	29	84	Middletown . . . . .	(B)	(B)	(B)
	Total or Average . . . . .	214.8	1.0		17	Island Road . . . . .	(B)	(B)	(B)
	Total or Average . . . . .	214.8	1.0						
	Total or Average Surface System . . . . .	5608.6	1.5						
SUBURBAN LINES									
	Day of Riding Observation, Aug. 29-Sept. 22								
	Total or Average Cross-town . . . . .	1078.6	1.3						
	Total or Average . . . . .	680.7	1.5						
	Total or Average Delivery District Lines . . . . .	7196.3	2.8						
NORTH PHILADELPHIA									
29	Race & Vine . . . . .	63.7	2.7	44					
40	Callowhill . . . . .	63.8	2.1	35					
42	Beach . . . . .	49.1	1.6	26					
20	Girard-Belmont . . . . .	34.8	1.2	20					
76	Girard . . . . .	51.4	1.0	33					
77	Jefferson . . . . .	69.5	2.0	41					
43	York & Dauphin . . . . .	31.4	0.8	19					
68	Lehigh . . . . .	49.5	0.9	29					
70	Eric . . . . .	30.9	0.9	29					
79	Allegheny . . . . .	64.1	2.3	38					
80	Allegheny Short Line . . . . .	35.6	1.2	20					
57	Olney . . . . .	48.3	1.7	29					
74	Frankford-Bridsburg . . . . .	40.0	5.0	25					
52	Glenside . . . . .	48.6	1.5	64					
	Total or Average . . . . .	680.7	1.5						
	Total or Average Delivery District Lines . . . . .	4278.1	1.6						

(A)—Double end lines are treated as if divided at Market Street.  
(B)—No observations.

TRAFFIC AND SERVICE

EVENING RUSH HOUR  
PASSENGERS CARRIED AT MAXIMUM LOAD POINTS

LINE (A) NAME		Point	4-4:30	4:30-5	5-5:30	5:30-6	6-6:30	6:30-7	Total	Date
DELIVERY DISTRICT LINES										
LINES TO NORTHEAST										
78	Bridenburg	Brown	174	147	333	445	258	135	1492	Oct. 5
4 N	Richmond 7 & 9	Spring Garden	207	283	424	707	467	234	2322	"
71 N	Frankford 2 & 3	Lehigh	210	250	492	713	525	374	2564	"
69	Tioga & Dock	Berks	75	117	269	513	455	155	1584	"
67	Berks & Montgomery	Wallace	326	399	574	997	954	207	3457	"
72 N	Frankford-Berks 5 & 6	Berks	140	310	411	524	436	236	2057	Oct. 6
73 N	Frankford-Lehigh 5 & 6	Lehigh	156	253	378	513	428	155	1883	"
Total			1288	1759	2881	4412	3523	1496	15359	
LINES TO NORTH PHILADELPHIA										
56	Franklinville	Lehigh	189	253	368	433	360	106	1709	Oct. 5
34	Norris & Susquehanna	Thompson	173	328	513	943	654	194	2805	"
53 N	Indiana	Spring Garden	133	119	217	321	202	100	1092	"
33	Cambria 7 & 9	Parrish	50	55	241	262	232	59	899	"
32 N	10 & 11	Spring Garden	236	524	951	1007	1007	443	4168	"
47 N	Cumberland	Spring Garden	184	319	286	758	511	108	2166	"
48 N	13 & 15	Spring Garden	122	152	577	707	507	201	2266	"
1 N	12 & 16	Spring Garden	241	327	615	641	724	347	2895	"
35 N	McKean 7 & 9	Spring Garden	217	366	627	792	698	216	2916	"
36	Columbia	13 & Columbia	264	397	589	970	775	298	3293	"
37	Farmount	Spring Garden	108	90	111	314	395	94	1112	Oct. 6
39 N	Morris & Tasker	Spring Garden	98	130	257	422	258	131	1296	Jan. 19
41 N	Dickinson	Spring Garden	89	137	204	395	283	67	1175	Oct. 5
45	Continental Depot	Spring Garden	220	110	170	420	330	103	1353	Oct. 6
46	Continental Nicetown	Spring Garden	135	150	210	515	532	100	1642	"
50	17 & 19	Spring Garden	155	245	355	430	282	166	1633	Oct. 5
51	17 & 19 Short Line	Spring Garden	175	308	391	470	655	41	2040	"
38	Manayunk	Thompson	182	329	586	995	919	173	3184	"
44	Ridge	"	123	262	547	810	593	231	2566	"
Total			3094	4601	7815	11605	9917	3178	40210	
LINES TO NORTH SUBURBS										
54 N	Fox Chase	Berks	138	207	516	1100	929	266	3156	Oct. 5
55	Fox Chase & Powell		271	338	488	516	469	179	2261	"
63	Willow Grove 4 & 8		228	362	494	424	519	249	2276	"
64	Willow Grove 13 & 15		208	267	337	489	411	168	1880	"
58 N	Chestnut Hill		369	395	541	1062	776	164	3307	"
60	Pelham	Dauphin	250	311	419	580	732	223	2515	"
49 N	Wayne	Spring Garden	1464	1880	2795	4171	3836	1249	15395	
Total			3094	4601	7815	11605	9917	3178	40210	
LINES TO SOUTH PHILADELPHIA										
71 S	Frankford 2 & 3	Pine	128	166	283	469	317	303	1666	"
72 S	Frankford Berks 5 & 6	"	152	131	322	446	456	254	1761	"
73 S	Frankford-Lehigh 5 & 6	"	97	181	276	454	411	236	1655	"
54 S	Fox Chase	"	86	167	235	325	334	162	1309	"
41 S	Dickinson	"	84	92	138	290	242	166	1012	"
58 S	Chestnut Hill	"	66	77	157	234	427	111	1075	Oct. 6
53	Indiana	"	49	88	115	194	361	256	1063	"
47 S	Richmond 7 & 9	"	61	117	210	509	318	218	1463	Oct. 5
37	McKean	"	127	192	280	557	705	324	2185	Aver
Total			1464	1880	2795	4171	3836	1249	15395	age 10-5 and 10-6
72	10 & 11	"	181	328	449	891	899	557	3285	Oct. 5
45	Cumberland	"	45	161	213	380	241	190	1240	"
48	13 & 15	"	116	104	176	362	317	185	1260	"
41	12 & 16	"	211	294	613	1013	970	407	3511	"
49	Wayne	"	31	120	269	448	555	309	1668	"
2	19 & 20	"	250	221	460	189	511	236	2233	"
3	17 & 18	"	255	282	510	840	1147	548	3594	"
5	Parkland	Christian	54	69	167	272	370	198	1010	"
Total			2092	2790	4907	8104	8786	1507	9977	

(N) Delivered are treated as if delivered at Market Street.

# TRAFFIC AND SERVICE

## EVENING RUSH HOUR

### PASSENGERS CARRIED AT MAXIMUM LOAD POINTS

LINE No.	NAME	POINT	4-4:30	4:30-5	5-5:30	5:30-6	6-6:30	6:30-7	Total	Date
LINES TO WEST PHILADELPHIA										
9	Chestnut	23rd	200	238	319	356	405	107	1625	Oct. 5
13	Baltimore	23rd	190	220	391	541	380	122	1944	"
25	West Spruce	42nd	264	335	388	486	406	138	2017	"
87	Baltimore Subway	32nd & Market	125	175	315	410	325	94	1444	"
12	Darby	31st	152	270	366	381	546	173	1888	"
14	Gray's Ferry	31st	146	179	310	374	727	199	1935	"
16	Linwood	23rd	142	216	372	424	408	228	1790	"
86	Darby Subway	32nd & Market	175	219	267	815	480	230	2186	"
18	Lancaster-Haddington	32nd & Market	137	236	240	294	464	116	1487	"
19	Baring	32nd & Market	100	193	252	335	360	191	1431	"
26	Belmont	24th	109	159	343	584	642	135	1972	"
27	Haddington-Hestonville	27th	109	210	204	328	378	57	1286	"
28	Overbrook	27th	75	128	322	293	174	75	1067	"
88	Lancaster - Haddington Sub-way	32nd & Market	29	135	233	312	308	76	1093	"
89	Baring Subway	"	62	161	236	272	290	24	1045	"
23	Haddington-Haverford	"	108	220	258	348	391	169	1494	"
24	63 & Vine	"	175	197	318	365	363	91	1509	"
Total			2298	3591	5134	6918	7047	2225	27213	
Total Delivery District.			10146	14631	23528	35209	32909	12741	129154	
CROSSTOWN LINES										
West PHILADELPHIA										
10	Chester Ave.	40th & Market	22	50	67	68	45	70	322	Sept. 19
11	Chester Ave. Extension.	"	46	40	60	70	95	75	386	"
15 S	52	Market	329	352	478	585	701	370	2815	Sept. 16
15 N	52	"	215	308	619	824	696	441	3103	
30 S	58 & 60	"	113	221	320	517	511	335	2017	
30 N	58 & 60.	"	91	205	446	772	583	312	2409	Aug. 24
31	Zoo	Not Observed								
22	Bala	Market	24	83	104	55	78	21	365	Sept. 16
21 W	Lombard & South.	27th	118	141	248	269	279	164	1219	Sept. 16
Total			958	1400	2342	3160	2988	1788	12636	
SOUTH PHILADELPHIA										
6	Point Breeze	Not Observed								
7	Catharine & Bainbridge.	12th	31	77	88	169	168	73	606	Aug. 29
8	Federal & Wharton.	12th	50	85	132	144	252	132	795	Aug. 30
21 E	Lombard & South.	24th	106	202	382	329	353	209	1581	Sept. 19
39 S	Morris & Tasker.	Pine	154	200	300	583	600	233	2070	Jan. 19
Total			341	564	902	1225	1373	647	5052	



TRAFFIC AND SERVICE

EVENING RUSH HOUR

PASSENGERS CARRIED AT MAXIMUM LOAD POINTS (Concluded)

No.	LINE NAME	POINT	4-4:30	4:30-5	5-5:30	5:30-6	6-6:30	6:30-7	Total	Date
NORTH PHILADELPHIA										
29 W	Race & Vine.....	11th	26	26	70	74	46	36	278	Sept. 14
40 W	Callowhill .....	8th	22	40	40	76	122	43	343	Sept. 14
42 W	Beach .....	11th	.....	18	59	112	79	26	294	Sept. 12
20	Girard-Belmont .....	17th	57	80	107	310	250	110	914	Sept. 8
76 E	Girard .....	20th	149	415	474	730	646	388	2802	Sept. "
77 W	Jefferson .....	5th	94	153	291	374	417	217	1546	Sept. 13
43 W	York & Dauphin.....	12th	45	113	196	396	421	236	1407	Sept. 8
68 W	Lehigh .....	13th	115	207	348	514	645	372	2201	Sept. "
70 E	Erie .....	11th	54	77	142	221	299	150	943	Sept. 9
79 E	Allegheny .....	5th	122	184	282	404	494	208	1694	"
80 E	Allegheny Short Line.....	5th	67	143	201	356	346	346	1459	"
57 W	Olney .....	Coulter	30	101	176	371	147	89	914	Sept. 7
74 N	Frankford Bridesburg .....	Torresdale	—	66	13	7	14	11	111	Sept. 9
52 W	Glenside .....	Boytown	70	94	144	255	277	373	1213	
Total .....			851	1717	2543	4200	4203	2605	16119	
Total Crosstown .....			2150	3681	5787	8585	8564	5040	33807	
SUBURBAN LINES										
61 N	Cheltenham .....	Cheltenham & Chew	13	32	81	70	94	96	386	Sept. 9
65 N	Doylestown .....	Branch of {	22	12	69	72	24	29	228	"
66 N	Hatboro .....	Doylestown } & Hatboro	.....	17	32	41	0	10	100	"
75 E	Torresdale .....	Bridge & Torresdale	.....	63	128	177	281	169	818	Sept. 7
81 S	Chester .....	Parker & Kedron	15	4	25	18	24	14	100	Sept. 19
82 N	Media .....	"	13	39	26	74	13	22	187	"
83	Landsdowne .....	Not Observed								
84	Middletown .....	Not Observed								
17	Island Road .....	Not Observed								
Total (Observed Lines)			63	167	361	452	436	340	1819	
Total Surface System (Observed Lines)			12359	18469	29676	44246	41909	18121	164780	

# TRAFFIC AND SERVICE

## RECOMMENDED CAR LOADING

TYPES OF CARS		RECOMMENDED MAXIMUM LOADING CAPACITY			
COMPANY'S TYPE	DESCRIPTION	Seated @ 17 to 18 inches per Passenger	Standing @ 4 sq. ft. per Passenger	Total	Equivalent Average Loading for Heaviest Half Hour (A)
A	SINGLE TRUCK CLOSED.				
	18 ft. Bodies.....	24	24	48	38
B	20 " ".....	26	26	52	42
C	MAXIMUM TRACTION TRUCK CLOSED.				
	24 ft. Bodies.....	32	29	61	49
E-43 & 44 E-41 & 42	DOUBLE TRUCK CLOSED.				
	{ Pay-within Longitudinal Seats.....	38	38	76	61
	{ Pay-within Half Longitudinal Seats.....	38	34	72	58
	28' Cross Seats.....	40	29	69	55
K M N P R N	SINGLE TRUCK OPEN.				
	8 Bench.....	40	10	50	40
	9 " ".....	45	8	53	42
	9 " (Aisle).....	36	15	51	41
	10 " ".....	50	11	61	49
	12 " (Aisle).....	48	20	68	54
	SINGLE TRUCK TRAILERS.....	32	21	53	42
	PROPOSED CLOSED CAR (CROSS SEATS).....	40	36	76	61
	SUBWAY-ELEVATED.....	48	59	107	86

(A) Average load for heaviest half hour equals 80% of total seated and standing capacity.

TRAFFIC AND SERVICE

SUMMARY OF EVENING RUSH-HOUR CARS REQUIRED FOR TRAFFIC OBSERVED (A)

LINES FROM DELIVERY DISTRICT TO	REPORTED BY COMPANY FOR EVENING RUSH-HOUR		TO PROVIDE SEATS FOR ALL PASSENGERS WITH PRESENT TYPE OF CARS		IMMEDIATE SERVICE PRACTICABLE WITH PRESENT EQUIPMENT (B)		RECOMMENDED SERVICE WITH ADDITIONAL EQUIPMENT (C)	
	Winter Schedule Nov., 1910 Cars	Summer Schedule June 30, 1910 Cars	Cars	Ratio to Present Winter Cars	Cars	Ratio to Present Winter Cars	Cars	Ratio to Present Winter Cars
Northeast .....	159	188.6	361	227%	234.7	148%	259.7	163%
North Philadelphia .....	440.2	454.4	773.1	175	495.1	113	579.3	131
North Suburbs .....	181.3	174.9	362.8	200	256.8	142	279.1	154
Total North .....	780.5	817.9	1,496.9	192	986.6	127	1,118.1	143
South Philadelphia .....	220	222.1	384.3	175	223.5	102	267.5	122
West Philadelphia .....	314	348	541	172	362	115	415	132
Total from Delivery District ..	1,314.5	1,388	2,422.2	184	1,572.1	120	1,800.6	137

CROSTOWN LINES

West Philadelphia .....	73	77	116.2	156	64.3	88	75.9	104
South Philadelphia .....	44.5	43	92.6	208	52.6	118	61.5	138
North Philadelphia .....	204	232	383	188	261	128	288	141
Total Crosstown Lines .....	321.5	352	591.8	185	377.9	118	425.4	132
SUBURBAN LINES	36	42	48	133	37	103	39	108
Total Surface System .....	1,672	1,782	3,062	183%	1,987	119%	2,265	135%

(A) Traffic of Delivery District lines observed October 5, 1910. Traffic of other lines observed on composite day of riding count (August 29 to September 22, 1910.)

Double end lines are divided at Market Street, which accounts for fractions of cars in districts served by double end lines.

(B) Average car load at heaviest half-hour equals capacity of car. Winter car assignment.

(C) Maximum car load equals capacity of car. Winter car assignment.

# TRAFFIC AND SERVICE

## HEAVIEST EVENING RUSH-HOUR HEADWAY (IN MINUTES)

No.	LINE (A) NAME	REPORTED		OBSERVED			Necessary to Provide Seats for all Passengers with Present Types of Cars	REQUIRED Immediate Service Practicable with Present Equipment (D) (E)	Recommended Service with Additional Equipment (D) (F)	
		Base Headway (Minutes)	Winter (C)	Summer (B)	Day of Aug.	Oct. 5th				Day of Dec. 19-23
LINES TO NORTHEAST										
78	Bridesburg .....	6	5.1	4	3.8	3.5	4	1.8	3	2.5
4	N Richmond 7 & 9 .....	6	3.7	3.4	3.8	4	4	1.3	2.1	1.7
71	N Frankford 2 & 3 .....	4	3.5	3	2.6	2.9	3.3	1.5	2.5	2
69	Tioga & Dock .....	6	4.1	3	3.8	3.3	3.8	1.5	2.7	2.1
67	Berks & Montgomery .....	5	2.6	2.5	2.2	2.3	2.4	1	1.8	1.5
72	N Frankford Berks 5 & 6 .....	6	5	3.9	3.8	5	5.5	1.9	3.3	2.7
73	N " Lehigh 5 & 6 .....	6	5	4	4	4	5	2	3.3	2.7
LINES TO NORTH PHILADELPHIA										
56	Franklinville .....	12	6	6	5.5	5.5	4	1.9	3.3	3
34	Norris & Susquehanna .....	6	2.6	2.4	2.1	2.5	2.7	1	1.7	1.3
53	N Indiana .....	7	7	7	5	6.7	6.7	2.6	4.3	3.3
33	N Cambria 7 & 9 .....	6	6	6	6	6	5.5	2.9	5.5	4.3
32	N 10 & 11 .....	3	2.2	2.1	1.8	2.3	2.1	1.1	2.1	1.7
47	N Cumberland .....	6	1.9	6	5	3.8	2.9	1.8	3	2.3
48	N 13 & 15 .....	6	5.5	4.6	2.6	3.8	3.2	1.8	3	2.5
1	N 12 & 16 .....	4	2.7	2.5	2.9	2.3	2.3	1.7	3	2.7
35	N McKean 7 & 9 .....	6	2.8	2.4	2.2	2.7	2.3	1.5	2.7	2.3
36	N Columbia .....	4	2.5	2.2	2.5	2.5	3.2	1.3	2.3	1.9
37	N Fairmount .....	6	4	4	2.9	4.3	3.5	2	3.5	3
39	N Morris & Tasker .....	5	3.6	4	3.5	(G)	3	2.1	3.3	2.7
41	N Dickinson .....	6	4.6	4.2	5	4.6	4.3	2.1	3.7	3
45	N Continental Depot .....	6	5	5	5	3.2	4.3	2.5	4.3	3.3
46	N " Nicetown .....	6	4	3.4	1.9	6	3.3	1.8	3.3	3.3
50	N 17 & 19 .....	5	5.1	3.4	3.2	4	4.6	2.7	5	4.3
51	N " Short Line .....	5	5	3.4	3.2	2.6	4.3	2	3.3	2.7
38	N Manayunk .....	5	2.6	2.3	1.9	2.3	2.4	1	1.8	1.5
44	N Ridge .....	5	2.7	3	2.9	2.7	2.7	1.3	2.3	1.8
LINES TO NORTH SUBURBS										
54	N Fox Chase .....	6	6	6	2.7	2.7	3	.8	1.4	1.2
55	N " & Powell .....	.....	11	11	.....	.....	.....	.....	.....	.....
63	N Willow Grove 4 & 8 .....	6	6	6	3.5	5.5	3.1	1.5	3	2.5
64	N " " 13 & 15 .....	6	6	6	3.7	5	3.7	2.2	4.3	3.3
58	N Chestnut Hill .....	6	6	6	4	6	6	2.5	4.3	3.7
59	N " " 2nd Sec. } .....	6	6	6	4	6	6	2.5	4.3	3.7
60	N Pelham .....	6	2.7	2.7	4	2.5	2.6	1.2	2.1	1.7
49	N Wayne .....	5	4.8	4	4	3.7	3.3	1.8	3	2.5

- (A) Double end lines are treated as if divided at Market Street.  
 (B) Reported by Company as of June 30, 1910.  
 (C) Calculated from number of cars reported by Company November, 1910.  
 (D) Based on traffic observed in September and on October 5.  
 (E) Average car load at heaviest half hour equals capacity of car. Winter car assignment.  
 (F) Maximum car load equals capacity of car. Winter car assignment.  
 (G) No observations.



TRAFFIC AND SERVICE

HEAVIEST EVENING RUSH-HOUR HEADWAY (IN MINUTES) (Continued)

No.	LINE (A) NAME	REPORTED		OBSERVED		Necessary to Provide Seats for all Passengers with Present Types of Cars	REQUIRED	
		Base Headway (Minutes)	Winter Summer	Day of Aug.	Oct. 5th	Day of Dec. 19-23	Immediate Service with Present Equipment (D) (E)	Recommended Service with Additional Equipment (D) (F)
		(B)	(C)	(B)				
LINES TO SOUTH PHILADELPHIA.								
71 S	Frankford 2 & 3	4	3.5	3	2.9	2.9	3.7	3
72 S	“ Berks 5 & 6	6	5	9	4.6	4.3	3.8	3.3
73 S	“ Lehigh 5 & 6	6	5	4	4.6	4.6	3.8	3.3
54 S	Fox Chase	6	6	6	5.5	6	4.3	3.7
41 S	Dickinson	6	4.6	4.2	4.6	5	5	3.8
58 S	Chestnut Hill	6	6	6	6	5.5	5	4.3
53 S	Indiana	7	7	7	6.7	6.7	3.7	3
4 S	Richmond 7 & 9	6	3.7	3.4	3.5	3.5	3	2.5
35 S	McKean 7 & 9	6	2.8	2.4	2.6	2.8	3	2.5
32 S	10 & 11	3	2.2	2.1	1.8	2.1	2.5	2
47 S	Cumberland	6	1.9	6	3.5	2.1	6	5
48 S	13 & 15	6	5.5	4.6	2.9	4.6	6	5
1 S	12 & 16	4	2.7	2.5	2.9	2.3	2.1	1.8
49 S	Wayne	5	4.8	4	3.7	3.7 (G)	3.8	3.3
2	19 & 20	4	2.9	3	3.7	3.5	3.7	3
3	17 & 18	5	2.9	3	2.7	2.1	1.9	1.5
5	Passyunk	5	5	5	4.3	4.3	4.3	3.7

LINES TO WEST PHILADELPHIA

9	Chestnut	6	5	4	5	5	4.3	5	4.3
13	Baltimore	7	5	5	4.3	4.6	4.3	4.3	3.3
25	West Spruce	5	4.8	4	5	4.3	4.3	4.3	3.7
87	Baltimore Subway	7	5	5	5	4.6	5	5	3.8
12	Darby	8	5	3.4	3.2	4.6	3.8	3.8	3.3
14	Gray's Ferry	6	3.8	4	3.2	3.7	2.5	2.5	2.2
16	Elmwood	6	4.4	4	4.6	4	3.7	3	3
86	Darby Subway	8	3.8	3.8	5	4.3	2.5	2.5	2.2
18	Lancaster-Haddington	10	6.5	6	5	5	4.3	3.7	3.7
19	Baring	10	6	6	5	6	5	4.3	4.3
26	Belmont	6	3.6	3.5	3.3	3.5	2.3	1.8	1.8
27	Haddington-Hestonville	8	6	6	5.5	6	3.7	3	3
28	Overbrook	8	5.9	4.5	3.5	5.5	5	3.3	3.3
88	Lancaster-Haddington Subway	10	6	6	6	6	6	5	5
89	Baring Subway	10	6	6	6	5.5	6	6	6
23	Haddington-Haverford	5	5	5	4.6	4.3	5	4.3	4.3
24	63 & Vine	5	5	5	4.3	4.3	6	5	5

## TRAFFIC AND SERVICE

## HEAVIEST EVENING RUSH-HOUR HEADWAY (IN MINUTES) (Concluded)

No.	LINE (A) NAME	Direction	REPORTED			OBSERVED			Necessary to Provide Seats for all Passengers with Present Types of Cars	REQUIRED Immediate Service Practicable with Present Equipment (D) (E)	Recommended Service with Additional Equipment (D) (E)
			Base Headway (Minutes) (B)	Winter (C)	Summer (B)	Day of Aug.	Day of Sept.	Day of Dec. 19-23			
CROSSTOWN LINES WEST PHILADELPHIA											
10	Chester Avenue		15	15	15	10	15		10	15	15
11	" Extension	S)	15	15	15	8.6	15		{ 1.7 1.5 1.5 }	15	15
15	52	N)	4	2.5	2.5	2.4	2.5		{ 1.5 1.1 1.1 }	3.3	2.5
30	58 & 60	S)	4	2.5	2.1	2.1	2.9		(G)	3	2.7
31	Zoo	N)	24	24	24	(G)	(G)		(G)	2	3
22	Bala		12	12	12	10	12		(G)	15	1.7
21	Lombard & South	W	4	4	4	3.5	4.3		7.5	5	(G)
						2.6			2.6		10
SOUTH PHILADELPHIA											
6	Point Breeze		12	12	12	12	(G)		(G)	10	4
7	Catharine & Bainbridge	W	6	6	6	6	6		4.3	7.5	6
8	Federal & Wharton	W	5	5	5	4.6	5		3.5	5	4.6
21	Lombard & South	E	4	4	4	3.5	4		2.1	3.7	3
39	Morris & Tasker	S	5	3.6	4	3.2	4		1.2	2.3	1.9
NORTH PHILADELPHIA											
29	Race & Vine	W	8	9.6	6	6.7	6.7		10	10	10
40	Callowhill	W	8	6	6	6	6.7		7.5	6	6
42	Beach	W	6	6	6	5.5	6		6.7	6	6
20	Girard-Belmont		6	6	6	6	5.5		2.7	5	4.3
76	Girard	W	6	3	3	3	3		1.7	3	2.5
77	Jefferson	W	6	5	5	5	5.5		1.8	3.3	2.7
43	York & Dauphin	W	5	4	4	3.7	4		1.9	3.7	3
68	Lehigh	W	4	3.9	3	3	3.2		1.3	2.3	2
70	Erie	W	5	5	5	5	5		2.7	5	3.8
79	Allegheny	W	8	6	6	6	6.7		2.5	4.3	3.8
80	Allegheny Short Line	W	8	6	6	5	6		3.2	6	5
57	Olney	E	6	6	6	6	5.5		2.6	4.3	3.3
74	Frankford Bridesburg	N	20	20	20	(G)	5.5		15	20	20
52	Glenside	W	10	11	2.5	4.3	4.6		4	6	5
SUBURBAN LINES											
61	Chelton	N	5	7.5	5	8.6	8.6		7.5	5	5
65	Doylestown	N	18	36	18	15	15		18	18	18
66	Hatboro	N	36	36	36	30	30		36	36	36
75	Torresdale	W	5	5	5	5	5		3	6	5
81	Chester	N	20	20	20	20	20		20	20	20
82	Media	N	20	20	20	20	20		20	20	20
83	Lansdowne		20	20	20	(G)	(G)		20	20	20
84	Middletown		50	50	50	(G)	(G)		50	50	50
17	Island Road		10	10	10	(G)	(G)		10	10	10

TRAFFIC AND SERVICE

COMPARISON OF TRAFFIC ON DAYS OF DELIVERY DISTRICT OBSERVATIONS WITH AVERAGE FOR YEAR  
ENDING JUNE 30, 1910 (A)

SUMMARY

		Average Day of Year Ending June 30, 1910 Omitting Strike Period February 19 to April 2 (Passengers)	COMPOSITE DAY OF JULY AND AUGUST		DAY OF RIDING OBSERVATION AUG. 29-SEPT. 22		OCTOBER 5		OCTOBER 6		DAY OF DECEMBER 19-23	
			Passen- gers	Ratio to Average Day	Passen- gers	Ratio to Average Day	Passen- gers	Ratio to Average Day	Passen- gers	Ratio to Average Day	Passen- gers	Ratio to Average Day
I. DOUBLE END LINES NORTH & SOUTH												
(a)	Northeast to South Philadelphia.....	101,400	103,627	102%	107,806	106%	111,698	110%	111,193	110%	102,212	101%
(b)	North Suburbs to South Philadelphia.....	66,230	58,958	89	65,972	100	62,750	95	63,273	96	59,322	90
(c)	North to South Philadelphia.....	159,580	143,726	90	160,816	101	177,088	111	180,144	113	182,389	114
Total .....		327,210	306,311	94	334,594	102	351,536	107	354,610	108	343,923	105
II. LINES TERMINATING IN DELIVERY DISTRICT												
(a)	From Northeast .....	48,530	50,631	104	51,654	106	50,310	104	50,819	105	51,473	106
(b)	From North Suburbs .....	107,261	94,878	89	107,932	101	112,967	105	113,155	105	77,218	72
(c)	From North Philadelphia .....	172,620	175,474	102	175,715	102	186,582	108	186,299	108	184,841	107
Total from North .....		328,411	320,983	98	335,301	102	349,859	106	350,273	107	313,532	95
(d)	From South Philadelphia .....	42,740	44,645	104	44,407	104	49,034	115	49,508	116	55,697	130
(e)	From West Philadelphia—Surface.....	206,460	195,547	95	214,416	104	232,697	113	232,698	113	237,067	115
Subway-Elevated .....		88,100	88,313	100	94,093	107	98,421	112	98,477	112	(B)	.....
Total West Philadelphia .....		294,560	283,860	96	308,509	105	331,118	112	331,175	112	.....	.....
Total—Surface .....		577,611	561,175	97	594,124	103	631,590	109	632,479	110	606,296	105
Subway-Elevated .....		88,100	88,313	100	94,093	107	98,421	112	98,477	112	(B)	.....
Total .....		665,711	649,488	98	688,217	103	730,011	110	730,956	110	.....	.....
TOTAL LINES INTO DELIVERY DISTRICT												
Surface .....		904,821	867,486	96	928,718	103	983,126	109	987,089	109	950,219	105%
Subway-Elevated .....		88,100	88,313	100	94,093	107	98,421	112	98,477	112	(B)	.....
Total .....		992,921	955,799	96%	1,022,811	103%	1,081,547	109%	1,085,566	109%	.....	.....

(A) Total passengers of all classes carried on entire line for entire day.

(B) No observations.

# TRAFFIC AND SERVICE

## OBSERVATIONS OF NON-RUSH-HOUR SERVICE

### HEADWAY IN MINUTES

No.	LINE (C) NAME	Reported by Company		Observed December 1910 or January 1911	Equivalent Headway to Provide Seats for all at time of Observation with Present Cars (A)
		June 30, 1910	June 30, 1910		
DELIVERY DISTRICT LINES					
LINES TO NORTHEAST					
78	Bridesburg .....	6	6	6	
4N	Richmond 7 & 9 .....	6	6	5	
71N	Frankford 2 & 3 .....	4	4	5	
69	Tioga & Dock .....	6	6	6	
67	Berks & Montgomery .....	5	5	3	
72N	Frankford Berks 5 & 6 .....	6	6	5	
73N	Frankford Lehigh 5 & 6 .....	6	6	6	
LINES TO NORTH PHILADELPHIA					
56	Franklinville .....	12	12	12	
34	Norris & Susquehanna .....	6	6	5	
53N	Indiana .....	7	7	9	
33	Cambria 7 & 9 .....	6	6	8	
32N	10 & 11 .....	3	4	4	
47N	Cumberland .....	6	6	6	
48N	13 & 15 .....	6	6	4	
1N	12 & 16 .....	4	4	3	
35N	McKean 7 & 9 .....	6	6	4	
36	Columbia .....	4	4	5	
37	Fairmount .....	6	6	14	
39N	Morris & Tasker .....	5	5	9	
41N	Dickinson .....	6	6	7	
45	Continental Depot .....	6	6	7	
46	" Nicetown .....	6	6	7	
50	17 & 19 .....	5	5	6	
51	17 & 19 Short Line (No base schedule cars)	.....	.....	.....	
38	Manayunk .....	5	5	7	
44	Ridge .....	5	5	7	
LINES TO NORTH SUBURBS					
54N	Fox Chase .....	6	6	5	
63	Willow Grove 4 & 8 .....	6	6	6	
64	" 13 & 15 .....	6	6	4	
58N	Chestnut Hill .....	6	6	5	
60	Pelham .....	6	6	4	
49N	Wayne .....	5	5	3	



TRAFFIC AND SERVICE

OBSERVATIONS OF NON-RUSH-HOUR SERVICE (Continued)

HEADWAY IN MINUTES				
No.	LINE	Reported by Company June 30, 1910	Observed December 1910 or January 1911	Equivalent Headway to Provide Seats for all at time of Observation with Present Cars (A)
	NAME			
LINES TO SOUTH PHILADELPHIA				
71S	Frankford 2 & 3.....	4	4	6
72S	Frankford Berks 5 & 6.....	6	6	6
73S	" Lehigh 5 & 6.....	6	6	9
54S	Fox Chase.....	6	6	8
41S	Dickinson.....	6	6	6
58S	Chestnut Hill.....	6	6	10
53S	Indiana.....	7	7	8
4S	Richmond 7 & 9.....	6	6	6
35S	McKean 7 & 9.....	6	6	8
32S	10 & 11.....	3	4	5
47S	Cumberland.....	6	6	10
48S	13 & 15.....	6	6	7
1S	12 & 16.....	4	4	4
49S	Wayne.....	5	5	7
2	19 & 20.....	4	4	5
3	17 & 18.....	5	5	4
5	Passyunk.....	5	5	15

LINES TO WEST PHILADELPHIA

9	Chestnut	6	6	6
13	Baltimore	7	7	6
25	West Spruce	5	6	5
87	Baltimore Subway	7	7	7
12	Darby	8	8	5
14	Gray's Ferry	6	6	6
16	Elmwood	6	6	7
86	Darby Subway	8	7.5	6
18	Lancaster-Haddington	10	10	10
19	Baring	10	10	10
26	Belmont	6	6	18
27	Haddington-Hestonville	8	8	12
28	Overbrook	8	8	9
88	Lancaster-Haddington Subway	10	10	9
89	Baring Subway	10	10	10
23	Haddington-Haverford	5	5	7
24	63 & Vine	5	4	5

# TRAFFIC AND SERVICE

## OBSERVATIONS OF NON-RUSH-HOUR SERVICE (Concluded)

### HEADWAY IN MINUTES

No.	LIFE NAME	Reported by Company June 30, 1910	Observed December 1910 or January 1911	Equivalent Headway To Provide Seats for all at time of Observation with Present Cars (A)
CROSTOWN LINES				
WEST PHILADELPHIA				
10	Chester Avenue .....	15	15	30
11	" " Extension .....	15	15	21
15	52 .....	4	4	4
30	58 & 60 .....	4	4	7
31	Zoo .....	24	(B)	(B)
22	Bala .....	12	10	10
21W	Lombard & South .....	4	4	6
SOUTH PHILADELPHIA				
6	Point Breeze .....	12	(B)	(B)
7	Catharine & Bainbridge .....	6	6	7
8	Federal & Wharton .....	5	5	8
21E	Lombard & South .....	4	4	6
39S	Morris & Tasker .....	5	5	6
NORTH PHILADELPHIA				
29	Race & Vine .....	8	8	50
40	Callowhill .....	8	8	15
42	Beach .....	6	6	20
20	Girard Belmont .....	6	6	11
6	Girard .....	6	6	7
77	Jefferson .....	6	6	8
43	York & Dauphin .....	5	5	6
68	Lehigh .....	4	5	5
70	Erie .....	5	5	6
79	Allegheny .....	8	8	9
80	" Short Line .....	8	8	8
57	Olney .....	6	6	6
74	Frankford Bridesburg .....	20	20	20
52	Glenside .....	10	10	16

- (A) On basis of average car load for heaviest half hour (non-rush) equalling 80% of maximum car load. Seats should be provided for all passengers on maximum car load.
- (B) No observations.
- (C) Double end lines are treated as if divided at Market Street.

PASSENGER COUNT

PASSENGER MILEAGE AND RECEIPTS PER PASSENGER MILE FOR COMPOSITE DAY OF RIDING COUNT

No.	LINE (M) (P) NAME	Date of Count 1910	ON CARS COUNTED		AVERAGE RIDE PER PASSENGER COUNTED		Calculated Passenger Miles at Average Ride B A x C=E	ON ALL CARS		Ratio to Average of Surface System		
			Passengers A	Passenger Miles B	Length Miles B A	Ratio to Average of Surface System		Ratio to Length of Line	Passengers all Classes C		Cash Receipts D	Cash Receipts per Pass Mile D E
LINES FROM DELIVERY DISTRICT TO NORTHEAST												
78	Bridesburg	Wed. Sept. 7	1,285	3,263	2.54	110%	37%	15,551	39,500	\$664	1.68¢	96%
4 N	Richmond 7 & 9	Wed. Aug. 31	1,436	3,425	2.38	103	59	9,472 M.	22,550	444 M.	1.97	113
71 N	Frankford 2 & 3	Wed. Sept. 7	2,366	5,490	2.32	100	34	23,910 M.	55,500	948 M.	1.71	98
69	Tioga & Dock	Wed. Sept. 7	2,267	4,500	1.98	86	44	16,387	32,400	626	1.93	110
67	Berks & Montgomery	Mon. Sept. 12	2,343	5,950	2.54	110	51	19,716	50,100	784	1.56	89
72 N	Frankford Berks 5 & 6	Tues. Sept. 6	2,498	7,540	3.02	131	43	20,112 M.	60,700	869 M.	1.43	82
73 N	Frankford Lehigh 5 to 6	Tues. Sept. 6	2,437	7,530	3.09	134	42	19,561 M.	60,500	830 M.	1.37	78
Total or Average			14,632	37,698	2.57	111%	.....	124,709	321,250	\$5,165	1.61¢	92%
TO NORTH PHILADELPHIA												
56	Franklinville	Tues. Sept. 6	1,560	3,925	2.52	109	36	11,691	29,430	468	1.59	91
34	Norris & Susquehanna	Fri. Sept. 2	2,470	5,910	2.39	103	45	16,951	40,500	827	2.04	117
53 N	Indiana	Mon. Sept. 12	1,104	2,580	2.34	101	50	8,370 M.	19,570	369 M.	1.89	108
33	Cambria 7 & 9	Wed. Aug. 31	1,174	2,865	2.44	106	59	6,354	15,500	280	1.81	103
32 N	10 & 11	Mon. Sept. 12	3,580	7,590	2.12	92	60	31,400	66,600	1,196	1.80	103
47 N	Cumberland	Thur. Sept. 1	1,024	2,090	2.04	88	47	8,100 M.	16,500	323 M.	1.96	112
48 N	13 & 15	Thur. Sept. 1	1,677	4,060	2.42	105	50	11,686 M.	28,270	499 M.	1.76	101
1 N	12 & 16	Mon. Aug. 29	2,194	3,475	1.58	68	51	17,944 M.	28,340	824 M.	2.91	166
35 N	McKean 7 & 9	Wed. Aug. 31	1,622	4,620	2.85	123	59	10,140 M.	28,900	495 M.	1.71	98
36	Columbia	Tues. Sept. 13	2,533	4,550	1.80	78	37	19,382	34,900	889	2.54	145
37	Fairmount	Tues. Sept. 13	1,054	2,590	2.46	106	48	6,225	15,300	374	2.44	140
39 N	Morris & Tasker	Wed. Aug. 31	1,690	2,670	1.58	68	40	19,780 M.	31,220	734 M.	2.36	135
41 N	Dickinson	Mon. Sept. 12	685	1,190	1.74	75	45	6,178 M.	10,730	284 M.	2.64	151
45	Continental Depot	Wed. Sept. 14	1,327	2,940	2.22	96	43	11,026	24,480	566	2.31	132
46	Continental Nicetown	Wed. Sept. 14	1,982	5,360	2.70	117	40	22,647	61,200	1,003	1.64	94
50	17 & 19	Tues. Sept. 13	3,479	7,100	2.04	88	33	25,423	51,900	966	1.86	106
51	17 & 19 Short Line	Tues. Sept. 13	1,156	2,250	1.95	84	40	11,759	22,920	522	2.28	130
38	Manayunk	Wed. Sept. 14	3,204	9,380	2.92	126	36	28,603	83,600	1,199	1.43	82
44	Ridge	Wed. Sept. 14	1,460	3,075	2.11	91	42	15,654	33,000	712	2.16	123
Total or Average			34,975	78,220	2.24	97%	.....	289,313	642,860	\$12,530	1.95¢	111%



## PASSENGER COUNT

## PASSENGER MILEAGE AND RECEIPTS PER PASSENGER MILE (Continued)

No.	LINE (M) (P) NAME	Date of Count 1910	ON CARS COUNTED		AVERAGE RIDE PER PASSENGER COUNTED		ON ALL CARS							
			Passengers A	Passenger Miles B	Length Miles A	Ratio to Average of Surface System	Ratio to Length of Line	Passengers all Classes C	Calculated Passenger Miles at Average Ride A x C=E	Cash Receipts D	Cash Receipts per Pass Mile D E	Ratio to Average of Surface System		
TO SOUTH PHILADELPHIA														
71 S	Frankford 2 & 3	Wed. Sept. 7	1,339	2,060	1.54	67%	66%	13,510 M.	20,800	\$536 M.	2.58¢	147%		
72 S	Frankford Berks 5 & 6	Tues. Sept. 6	1,024	1,720	1.68	73	72	8,251 M.	13,860	357 M.	2.57	147		
73 S	Frankford Lehigh 5 & 6	Tues. Sept. 6	670	1,200	1.79	77	76	5,380 M.	9,635	228 M.	2.37	135		
54 S	Fox Chase	Tues. Sept. 6	616	1,455	2.36	102	100	6,193 M.	14,620	263 M.	1.80	103		
41 S	Dickinson	Mon. Sept. 12	909	1,765	1.94	84	79	8,200 M.	15,900	376 M.	2.36	135		
58 S	Chestnut Hill	Fri. Sept. 2	777	1,490	1.92	83	61	8,469 M.	16,250	286 M.	1.76	101		
53 S	Indiana	Mon. Sept. 12	783	1,530	1.95	84	82	5,938 M.	11,630	262 M.	2.25	129		
4 S	Richmond 7 & 9	Wed. Aug. 31	1,154	2,775	2.40	104	73	7,610 M.	18,300	356 M.	1.95	111		
35 S	McKean 7 & 9	Wed. Aug. 31	1,506	2,840	1.89	82	77	9,418 M.	17,800	459 M.	2.58	147		
32 S	10 & 11	Mon. Sept. 12	1,706	3,120	1.83	79	80	14,945 M.	27,340	569 M.	2.08	119		
47 S	Cumberland	Thur. Sept. 1	685	1,170	1.71	74	64	5,422 M.	9,260	217 M.	2.34	134		
48 S	13 & 15	Thur. Sept. 1	1,477	3,200	2.16	94	54	10,320 M.	22,320	440 M.	1.97	113		
1 S	12 & 16	Mon. Aug. 29	1,558	2,970	1.91	83	76	12,755 M.	24,350	585 M.	2.40	137		
49 S	Wayne	Mon. Sept. 26	1,029	1,970	1.91	83	84	10,060 M.	19,220	424 M.	2.21	126		
2	19 & 20	Tues. Aug. 30	1,801	2,725	1.51	65	44	14,008	21,200	684	3.22	184		
3	17 & 18	Tues. Aug. 30	3,984	7,100	1.78	77	44	22,502	40,100	1,025	2.56	146		
5	Passyunk	Tues. Aug. 30	1,137	2,200	1.94	84	46	7,897	15,300	342	2.24	128		
Total or Average			22,155	41,290	1.86	81%	.....	170,878	317,885	\$7,409	2.33¢	133%		
TO WEST PHILADELPHIA														
9	Chestnut	Mon. Sept. 19	1,511	3,580	2.37	103	37	12,493	29,600	588	1.99	114		
13	Baltimore	Mon. Sept. 19	1,745	4,145	2.38	103	38	12,367	29,400	553	1.88	107		
25	West Spruce	Mon. Sept. 19	1,705	4,170	2.45	106	50	11,985	29,330	535	1.82	104		
87	Baltimore Subway	Mon. Sept. 19	1,608	4,175	2.60	113	56	8,853	23,000	356	1.55	89		
Total or Average			6,569	16,070	2.44	106%	.....	45,698	111,330	\$2,032	1.82¢	104%		
12	Darby	Tues. Sept. 20	1,482	4,850	3.27	142	43	15,431	50,500	694	1.37	78		
14	Gray's Ferry	Tues. Sept. 20	2,129	6,004	2.82	122	37	20,148	56,800	776	1.36	78		
16	Elmwood	Tues. Sept. 20	1,746	4,370	2.50	108	38	11,726	29,300	491	1.67	95		
86	Darby Subway	Tues. Sept. 20	1,941	7,275	3.75	162	59	13,970	52,400	559	1.07	61		
Total or Average			7,298	22,499	3.08	133%	.....	61,275	189,000	\$2,520	1.33¢	76%		
18	Lancaster-Haddington	Thur. Sept. 15	1,546	3,260	2.11	91	33	13,483	28,420	618	2.17	124		
19	Baring	Fri. Sept. 16	1,799	3,640	2.02	87	38	10,264	20,730	493	2.38	136		
26	Belmont	Fri. Sept. 16	1,140	2,240	1.96	85	37	10,240	20,080	467	2.32	133		
27	Haddington-Hestonville	Thur. Sept. 15	1,665	3,850	2.31	100	33	10,679	24,640	488	1.98	113		
28	Overbrook	Thur. Sept. 15	1,634	4,100	2.51	109	34	11,663	29,260	520	1.78	102		
88	Lancaster-Haddington Subway	Thur. Sept. 15	1,242	2,850	2.29	99	42	6,803	15,570	279	1.79	102		
89	Baring Subway	Fri. Sept. 16	1,229	3,300	2.69	116	65	5,522	13,850	232	1.68	96		
Total or Average			10,255	23,240	2.27	98%	.....	68,654	152,550	\$3,097	2.03¢	116%		
23	Haddington-Haverford	Thur. Sept. 15	1,485	2,960	1.99	86	28	17,204	34,230	789	2.30	131		
24	63 & Vine	Thur. Sept. 15	2,031	3,660	1.80	78	25	21,585	38,800	909	2.34	134		
Total or Average			3,516	6,620	1.88	82%	.....	38,789	73,030	\$1,698	2.32¢	133%		
Total or Average—Surface			27,638	68,429	2.47	107%	.....	214,416	525,910	9,347	1.78	102%		
Subway-Elevated			12,932	42,287	3.27	142	45	94,093	307,900	3,896	1.27	73		
85	Total or Average including Subway-Elevated, West Philadelphia	Wed. Sept. 21	40,570	110,716	2.73	118%	.....	308,509	833,810	\$13,243	1.59¢	91%		
Total or Average Delivery District Surface Lines			113,574	278,417	2.42	105	.....	948,498	2,360,215	40,489	1.72	98		
Total or Average All Delivery District Lines			126,506	320,704	2.54	110%	.....	1,042,591	2,668,115	\$44,385	1.66¢	95%		



## PASSENGER MILEAGE AND RECEIPTS PER PASSENGER MILE (Concluded)

No.	LINE (M) (P) NAME	Date of Count 1910	ON CARS COUNTED		AVERAGE RIDE PER PASSENGER COUNTED		ON ALL CARS							
			Passenger A	Passenger Miles B	Length Miles A B	Ratio to Average of Surface System	Ratio to Length of Line	Passengers all Classes C	Calculated Passenger Miles at Average Ride B A x C ÷ E	Cash Receipts per Pass. Mile D E	Ratio to Average of Surface System			
CROSTOWN LINES														
WEST PHILADELPHIA														
10	Chester Ave.	Mon. Sept. 19	.....	.....	1.03	44%	33%	1,787	1,838	\$49	2.67¢	152%		
11	Chester Ave. Extension	Mon. Sept. 19	688	1,540	2.24	97	45	2,660	5,960	79	1.33	76		
15	52	Fri. Sept. 16	3,648	3,740	1.02	44	52	34,281	34,990	922	2.64	151		
30	58 & 60	Fri. Sept. 16	2,600	3,460	1.33	58	56	23,761	31,600	621	1.97	113		
31	Zoo	Thur. Sept. 8	165	126	0.76	33	39	135	103	5	4.90	280		
21 W	Lombard & South	Fri. Sept. 16	717	1,432	2.00	87	65	7,860 M.	15,720	338 M.	2.15	123		
22	Bala	Fri. Sept. 16	1,338	1,980	1.48	64	53	4,246	6,290	111	1.77	101		
	Total or Average		9,156	12,278	1.34	58%	.....	74,730	96,501	\$2,125	2.20¢	126%		
SOUTH PHILADELPHIA														
6	Point Breeze	Tues. Aug. 30	404	590	1.46	63	94	888	1,297	28	2.16	123		
7	Catharine & Bainbridge	Mon. Aug. 29	946	858	0.91	39	36	7,309	6,650	216	3.25	186		
8	Federal & Wharton	Tues. Aug. 30	949	1,030	1.09	47	44	9,107	9,925	271	2.74	157		
21 E	Lombard & South	Fri. Sept. 16	810	1,355	1.67	72	67	8,875 M.	14,820	382 M.	2.58	147		
39 S	Morris & Tasker	Wed. Aug. 31	756	1,655	2.19	95	62	8,860 M.	19,400	328 M.	1.69	97		
	Total or Average		3,865	5,488	1.42	62%	.....	35,039	52,092	\$1,225	2.35¢	134%		
NORTH PHILADELPHIA														
29	Race & Vine	Wed. Sept. 14	275	302	1.10	48	42	1,827	2,010	87	4.32	247		
40	Callowhill	Wed. Sept. 14	364	455	1.25	54	42	2,707	3,380	129	3.82	218		
42	Beach	Mon. Sept. 12	409	525	1.28	55	56	2,874	3,680	127	3.45	197		
20	Girard-Belmont	Thur. Sept. 8	1,871	2,817	1.50	65	29	10,554	15,820	479	3.02	173		
76	Girard	Thur. Sept. 8	3,246	5,730	1.76	76	22	33,453	58,900	1,294	2.20	126		
77	Jefferson	Tues. Sept. 13	1,345	2,640	1.96	85	28	13,383	26,200	504	1.92	110		
43	York & Dauphin	Thur. Sept. 8	1,588	2,548	1.60	69	35	13,609	21,800	543	2.49	142		
68	Lehigh	Thur. Sept. 8	1,636	2,510	1.48	64	31	19,754	29,200	781	2.67	153		
70	Erie	Fri. Sept. 9	940	755	0.80	35	44	7,457	5,960	194	3.25	186		
79	Allegheny	Fri. Sept. 9	3,085	5,610	1.82	79	29	18,092	32,900	529	1.61	92		
80	Allegheny Short Line	Fri. Sept. 9	.....	.....	0.80	35	22	13,019	10,430	365	3.48	198		
57	Olney	Fri. Sept. 9	2,085	5,500	2.64	114	24	23,703	62,560	650	1.04	59		
74	Frankford & Bridesburg	Wed. Sept. 7	370	473	1.28	55	55	799	1,022	27	2.64	151		
52	Glenside	Fri. Sept. 9	3,403	10,900	3.20	139	21	26,063	83,400	975	1.17	67		
	Total or Average		20,617	40,765	1.98	86%	.....	187,294	357,262	\$6,684	1.87¢	107%		
	Total or Average Crosstown Lines		33,638	58,531	1.74	75%	.....	297,063	505,855	\$10,034	1.98¢	113%		
SUBURBAN LINES														
61	Cheltenham	Fri. Sept. 9	885	810	0.92	40	29	5,718	5,250	165	3.14	179		
65	Doylestown	Fri. Sept. 9	1,386	5,120	3.70	160	30	4,219	15,600	200	1.28	73		
66	Hatboro	Fri. Sept. 9	736	2,025	2.75	119	100	736	2,026	33	1.63	93		
75	Torresdale	Wed. Sept. 7	919	1,930	2.10	91	63	8,330	17,500	258	1.48	85		
81	Chester	Mon. Sept. 19	620	1,760	2.84	123	23	2,050	5,820	100	1.72	98		
82	Media	Mon. Sept. 19	855	2,815	3.29	143	33	3,187	10,500	157	1.50	86		
83	Lansdowne	Tues. Sept. 20	426	441	1.04	45	79	445	463	22	1.75	271		
84	Middletown	Tues. Sept. 20	649	4,040	6.22	270	87	1,128	7,020	56	0.80	16		
17	Island Road	Tues. Sept. 20	1,079	1,620	1.50	65	69	3,109	4,670	88	1.88	107		
	Total or Average		7,555	20,561	2.72	118%	.....	28,922	68,849	\$1,079	1.57¢	90%		
	Total or Average Surface System		154,767	357,509	2.31	100%	.....	1,274,483	2,934,919	51,602	1.75	100%		
	Subway Elevated		12,932	42,287	3.27	142%	.....	94,093	307,900	3,896	1.27	73%		
	Total or Average All Lines		167,699	399,796	2.38	103%	.....	1,368,576	3,242,819	55,498	1.46	98%		

(M) Passengers and receipts of double end lines are divided according to total passengers carried to each end on cars counted.

(P) Divided line are indicated by letters N for north end and S for south end.

Double end line are treated as if divided at Market Street.

North - Average ride per revenue passenger - Surface, 2.71 miles; Subway Elevated, 3.96 miles; Whole System, 2.79 miles

## PASSENGER COUNT

## TRAFFIC AND SERVICE UNITS OPERATED

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

LINE (M) No.	NAME	Car Miles		Seat Miles		Passenger Miles as Calculated E	Empty Cars		TON MILES Passengers @ 140 lbs. J		Total H+J
		F	G	H	J		H+J				
LINES FROM DELIVERY DISTRICT TO NORTHEAST											
78	Bridenburg .....	3,211	124,788	39,500	25,116	2,760	27,876				
4 N	Richmond 7 & 9 .....	1,898	80,700	22,550	15,800	1,580	17,380				
71 N	Frankford 2 & 3 .....	4,321	134,000	55,500	52,510	3,885	56,395				
69	Tioga & Dock .....	1,964	71,050	32,400	14,942	2,270	17,212				
67	Berks & Montgomery .....	2,753	128,490	50,100	27,682	3,510	31,192				
72 N	Frankford Berks 5 & 6 .....	2,978	143,000	60,700	37,500	4,250	41,750				
73 N	Frankford Lehigh 5 & 6 .....	2,865	138,000	60,500	36,500	4,240	40,740				
	Total .....	19,990	820,028	321,250	210,050	22,495	232,545				
TO NORTH PHILADELPHIA											
56	Franklinville .....	1,946	86,365	29,430	15,451	2,060	17,511				
34	Norris & Susquehanna .....	3,059	138,517	40,500	25,754	2,830	28,584				
53 N	Indiana .....	1,348	53,600	19,570	10,500	1,365	11,865				
33	Cambria 7 & 9 .....	1,322	51,270	15,500	10,210	1,085	11,295				
32 N	10 & 11 .....	2,730	109,100	66,600	36,900	4,660	41,560				
47 N	Cumberland .....	1,275	49,400	16,500	26,528	1,155	27,683				
48 N	13 & 15 .....	1,808	67,000	28,270	39,200	1,980	41,180				
1 N	12 & 16 .....	2,127	78,300	28,340	42,500	1,985	44,485				
35 N	McKean 7 & 9 .....	2,585	108,630	28,900	61,700	2,030	63,730				
36	Columbia .....	3,165	119,330	34,900	66,473	2,450	68,923				
37	Fairmount .....	1,899	76,040	15,300	14,828	1,070	15,898				
39 N	Morris & Tasker .....	1,990	98,360	31,220	16,815	2,190	19,005				
41 N	Dickinson .....	1,302	56,500	10,730	10,800	751	11,551				
45	Continental Depot .....	2,029	81,150	24,480	15,840	1,715	17,555				
46	Continental Nicetown .....	3,425	158,925	61,200	28,320	4,280	32,600				
50	17 & 19 .....	2,879	109,900	51,900	62,915	3,640	66,555				
51	17 & 19 Short Line .....	1,376	46,570	22,920	22,224	1,605	23,829				
38	Manayunk .....	5,076	161,662	83,600	61,676	5,860	67,536				
44	Ridge .....	2,720	90,410	33,000	36,204	2,320	38,524				
	Total .....	44,061	1,741,029	642,860	604,838	45,031	649,869				
TO NORTH SUBURBS											
54 N	Fox Chase .....	{ 4,315	153,560	86,500	31,396	6,050	40,235				
55	Fox Chase & Powell .....		16,800		2,789						
63	Willow Grove 4 & 8 .....	5,555	266,850	109,800	70,173	7,690	77,863				
64	Willow Grove 13 & 15 .....	7,146	312,850	109,700	106,830	7,680	114,510				
58 N	Chestnut Hill .....	{ 4,500	179,500	114,900	95,000	8,040	103,040				
59	Chestnut Hill 2nd Section .....										
60	Pelham .....	3,702	149,350	58,060	70,435	4,060	74,495				
49 N	Wayne .....	4,085	178,500	73,350	87,300	5,135	92,435				
	Total .....	30,691	1,257,410	552,310	463,923	38,655	502,578				

PASSENGER COUNT

TRAFFIC AND SERVICE UNITS OPERATED (Continued)

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

No.	LINE NO.	NAME	Car Miles F	Seat Miles G	Passenger Miles as Calculated E	Empty Cars		TON MILES	
						H	J	H+J	Total
TO SOUTH PHILADELPHIA									
71 S		Frankford 2 & 3.....	1,463	45,110	20,800	17,810	1,450	19,260	
72 S		Frankford Berks 5 & 6.....	987	47,200	13,860	12,445	970	13,415	
73 S		Frankford Lehigh 5 & 6.....	925	44,400	9,635	11,710	674	12,384	
54 S		Fox Chase .....	1,005	36,255	14,620	7,413	1,025	8,438	
41 S		Dickinson .....	836	36,811	15,900	6,406	1,112	7,518	
58 S		Chestnut Hill .....	994	38,720	16,250	15,221	1,135	16,356	
53 S		Indiana .....	738	29,700	11,630	5,761	815	6,576	
4 S		Richmond 7 & 9.....	1,547	66,295	18,300	13,005	1,280	14,285	
35 S		McKean 7 & 9.....	1,206	36,018	17,800	20,559	1,245	21,804	
32 S		10 & 11.....	1,782	70,840	27,340	23,930	1,910	25,840	
47 S		Cumberland .....	726	27,790	9,260	14,922	648	15,570	
48 S		13 & 15.....	1,643	63,400	22,320	35,600	1,560	37,160	
1 S		12 & 16.....	1,722	62,799	24,350	34,235	1,705	35,940	
49 S		Wayne .....	1,105	30,900	19,220	13,012	1,345	14,357	
2		19 & 20.....	1,751	66,500	21,200	37,100	1,480	38,580	
3		17 & 18.....	2,438	92,475	40,100	50,898	2,810	53,708	
5		Passyunk .....	1,893	73,350	15,300	15,193	1,071	16,264	
Total			22,761	868,563	317,885	335,220	22,235	357,455	

TO WEST PHILADELPHIA

9		Chestnut .....	2,605	99,930	29,600	57,980	2,070	60,050
13		Baltimore .....	2,246	85,090	29,400	49,530	2,058	51,588
25		West Spruce .....	2,049	72,720	29,330	39,921	2,053	41,974
87		Baltimore Subway .....	1,562	62,810	23,000	32,720	1,610	34,330
12		Darby .....	3,229	121,060	50,500	66,427	3,540	69,967
14		Gray's Ferry .....	3,653	165,781	56,800	31,843	3,980	35,823
16		Elmwood .....	2,448	109,770	29,300	20,298	2,050	22,348
86		Darby Subway .....	2,398	95,480	52,400	49,860	3,670	53,530
18		Lancaster-Haddington .....	2,162	81,810	28,420	46,164	1,990	48,154
19		Baring .....	1,592	60,114	20,730	34,475	1,430	35,925
26		Belmont .....	2,194	90,360	20,080	18,487	1,410	19,897
27		Haddington-Hestonville .....	2,126	76,675	24,640	18,597	1,725	20,322
28		Overbrook .....	2,403	95,957	29,260	21,098	2,050	23,148
88		Lancaster-Haddington Subway .....	1,514	61,720	15,570	32,250	1,090	33,340
89		Baring Subway .....	1,141	45,600	13,850	23,810	970	24,780
23		Haddington-Haverford .....	3,083	116,839	34,230	65,130	2,400	67,530
24		63 & Vine.....	3,124	118,520	38,800	65,820	2,720	68,540
		Total Surface .....	39,529	1,560,236	525,910	674,410	36,836	711,246
85		Subway-Elevated .....	13,654	655,400	307,900	505,200	21,550	526,750
		Total including Subway Elevated .....	53,183	2,215,636	833,810	1,179,610	58,386	1,237,996
		Total Delivery District Surface Lines .....	157,022	6,247,266	2,360,215	2,288,441	165,252	2,453,693
		Total All Delivery District Lines.....	170,656	6,902,666	2,668,115	2,793,641	186,802	2,980,443



## PASSENGER COUNT

## TRAFFIC AND SERVICE UNITS OPERATED (Concluded)

FOR COMPOSITE DAY OF RIDING COUNT (August 29 to September 22, 1910)

No.	LINE (M)	NAME	Car Miles		Seat Miles		Passenger Miles as Calculated		Empty Cars		TON MILES	
			F	G	E	H	J	Total				
CROSTOWN LINES												
WEST PHILADELPHIA												
10		Chester Ave. ....	439	10,560	1,838	3,740	129	3,869				
11		Chester Ave. Extension.....	789	19,290	5,960	6,810	417	7,227				
15		52 .....	2,556	97,100	34,990	56,470	2,450	58,920				
30		58 & 60 .....	2,892	135,239	31,600	24,820	2,210	27,030				
31		Zoo .....	81	1,945	103	689	7	696				
21 W		Lombard & South.....	1,788	79,125	15,720	14,100	1,105	15,205				
22		Bala .....	555	13,200	6,290	4,685	440	5,125				
SOUTH PHILADELPHIA												
6		Point Breeze .....	300	7,500	1,297	2,640	90	2,730				
7		Catharine & Bainbridge.....	933	22,585	6,650	6,886	466	7,352				
8		Federal & Wharton.....	1,073	26,650	9,925	9,580	695	10,275				
21 E		Lombard & South.....	1,445	68,000	14,820	12,050	1,037	13,087				
39 S		Morris & Tasker.....	1,772	87,500	19,400	14,900	1,358	16,258				
NORTH PHILADELPHIA												
29		Race & Vine.....	642	15,435	2,010	5,103	141	5,244				
40		Callowhill .....	982	20,865	3,380	7,129	237	7,366				
42		Beach .....	855	20,500	3,680	7,260	257	7,517				
20		Girard-Belmont .....	1,856	89,100	15,820	23,590	1,110	24,700				
76		Girard .....	4,001	178,228	58,900	59,966	4,120	64,086				
77		Jefferson .....	2,773	113,380	26,200	21,739	1,834	23,573				
43		York & Dauphin.....	2,302	85,589	21,800	17,158	1,526	18,684				
68		Lehigh .....	3,272	155,420	29,200	26,091	2,040	28,131				
70		Erie .....	825	19,750	5,960	6,660	418	7,078				
79		Allegheny .....	2,024	78,030	32,900	45,050	2,305	47,355				
80		Allegheny Short Line.....	1,126	42,480	10,430	24,825	731	25,556				
57		Olney .....	4,408	217,944	62,560	36,391	4,380	40,771				
74		Frankford Bridesburg .....	272	6,540	1,022	2,201	72	2,273				
52		Glenside .....	5,427	195,380	83,400	113,500	5,835	119,335				
Total .....			30,765	1,238,641	357,262	396,663	25,066	421,669				
Total Crostown Lines.....			45,388	1,807,335	505,855	554,033	35,410	586,077				
SUBURBAN LINES												
61		Cheltenham .....	932	46,600	5,250	7,745	368	8,113				
65		Doylestown .....	1,535	70,844	15,600	17,624	1,092	18,716				
66		Hatboro .....	165	5,770	2,026	1,238	142	1,380				
75		Torresdale .....	1,337	4,820	17,500	1,017	1,225	2,242				
81		Chester .....	1,016	31,900	5,820	12,374	408	12,782				
82		Media .....	1,301	69,456	10,500	15,518	735	16,253				
83		Lansdowne .....	135	3,240	463	1,095	32	1,127				
84		Middletown .....	315	15,402	7,020	3,305	492	3,797				
17		Island Road .....	507	12,180	4,670	4,320	327	4,647				
Total .....			7,243	260,212	68,849	64,236	4,821	69,057				
Total Surface System.....			209,663	8,314,813	2,934,919	2,906,710	205,483	3,113,193				
Subway-Elevated .....			13,654	655,400	307,900	505,200	21,550	526,750				
Total .....			223,317	8,970,213	3,242,819	3,411,910	227,033	3,638,943				

(M) Double end lines are treated as if divided at Market Street, suffix "N" indicating north end and "S", south end



PASSENGER COUNT

DERIVED TRAFFIC STATISTICS

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

No.	LINE (M)	NAME	PASSENGERS PER CAR MILE		AVERAGE PASSENGERS ON CAR		AVERAGE SEATS PER CAR		SEATS PER PASSENGER		RECEIPTS PER SEAT MILE		AVERAGE WEIGHT CARRIED		
			$\frac{C}{F}$	Ratio to Average of Surface	$\frac{P}{F}$	Ratio to Average of Surface	$\frac{G}{F}$	Ratio to Average of Surface	$\frac{G}{F}$	Ratio to Average of Surface	$\frac{D}{G}$	Ratio to Average of Surface	Average Weight of Cars	Per Seat	Per Passenger
LINES FROM DELIVERY DISTRICT TO NORTHEAST															
78	4 N	Bridsburg	4.8	79%	12.3	88%	38.9	3.2	114%	0.53¢	86%	8.7	440	1,420	67%
71	N	Richmond 7 & 9	5.0	82	11.9	85	42.7	3.6	128	0.55	89	9.2	440	1,540	73
		Frankford 2 & 3	5.5	90	12.8	91	31.0	2.4	86	0.71	115	12.8	840	2,020	95
69		Tioga & Dock	8.4	138	16.5	118	36.2	2.2	79	0.88	142	8.8	480	1,060	50
67		Berks & Montgomery	7.2	118	18.2	130	46.7	2.6	93	0.61	98	11.3	480	1,240	59
72	N	Frankford Berks 5 & 6	6.8	111	20.4	146	48.0	2.4	86	0.61	98	14.0	580	1,380	65
73	N	Frankford Lehigh 5 & 6	6.8	111	21.1	151	48.0	2.3	82	0.60	97	14.2	600	1,340	63
		Average	6.2	102%	16.1	115%	41.0	2.6	93%	0.63¢	102%	11.6	560	1,440	68%
TO NORTH PHILADELPHIA															
56		Franklinville	6.0	98	15.1	108	44.4	2.9	104	0.54	87	9.0	400	1,180	56
34		Norris & Susquehanna	5.5	90	13.2	94	45.3	3.4	121	0.60	97	9.3	420	1,420	67
53	N	Indiana	6.2	102	14.5	104	40.0	2.7	96	0.69	111	8.8	440	1,220	58
33		Cambria 7 & 9	4.8	79	11.7	84	38.8	3.3	118	0.55	89	8.5	440	1,460	69
32	N	10 & 11	11.5	189	24.4	174	39.7	1.6	57	1.10	178	15.2	760	1,240	59
47	N	Cumberland	6.4	105	12.9	92	38.7	3.0	107	0.65	105	21.7	1,120	3,360	159
48	N	13 & 15	6.5	107	15.6	112	37.1	2.4	86	0.74	119	22.8	1,220	2,900	137
1	N	12 & 16	8.4	138	13.3	95	36.8	2.8	100	1.05	170	20.9	1,140	3,140	118
35	N	McKean 7 & 9	3.9	64	11.2	80	42.0	3.8	136	0.46	74	24.6	1,180	4,420	209
36		Columbia	6.1	100	11.0	77	37.7	3.4	121	0.74	120	21.8	1,160	3,940	186
37		Fairmount	3.3	54	8.1	58	40.0	5.0	179	0.49	80	8.4	420	2,080	98
39	N	Morris & Tasker	9.9	162	15.7	112	49.4	3.1	111	0.75	120	9.6	380	1,220	58
41	N	Dickinson	4.7	77	8.2	59	43.4	5.3	189	0.50	81	8.9	400	2,160	102
45		Continental Depot	5.4	89	12.1	86	40.0	3.3	118	0.70	113	8.7	440	1,440	68
46		Continental Nicetown	6.6	108	17.9	128	46.3	2.6	93	0.63	102	9.5	420	1,060	50
50		17 & 19	8.8	144	18.0	129	38.2	2.1	75	0.88	142	23.2	1,220	2,560	121
51		17 & 19 Short Line	8.6	141	16.7	119	33.8	2.0	71	1.12	181	17.3	1,020	2,080	98
38		Manayunk	5.6	92	16.5	118	31.8	1.9	68	0.74	119	13.3	840	1,620	76
44		Ridge	5.8	95	12.1	86	33.2	2.7	96	0.79	127	14.2	840	2,340	110
		Average	6.6	108%	14.6	104%	39.5	2.7	96%	0.72¢	116%	14.7	740	2,020	95%
TO NORTH SUBURBS															
54	N	Fox Chase	1.4	72	20.0	143	39.5	2.0	71	0.81	131	9.3	480	940	44
63		Willow Grove 4 & 8	1.9	80	19.8	141	48.2	2.4	86	0.44	71	14.0	580	1,420	67
64		Willow Grove 13 & 15	3.5	58	15.3	109	42.9	2.8	100	0.34	55	16.0	740	2,080	98
58	N	Chestnut Hill	5.5	90	19.5	139	31.0	1.6	57	0.60	97	17.5	1,140	1,800	86
60		Pelham	5.1	88	15.7	112	40.3	2.6	93	0.56	90	20.3	1,000	2,560	121
49	N	Wayne	6.3	103	18.0	129	43.7	2.4	86	0.60	97	22.6	1,040	2,520	119
		Average	4.9	80%	18.0	129%	41.0	2.3	82%	0.48¢	77%	16.1	800	1,870	86

## PASSENGER COUNT

## DERIVED TRAFFIC STATISTICS (Continued)

FOR COMPOSITE DAY OF RIDING COUNT (August 29 TO SEPTEMBER 22, 1910)

No.	LINE (M)	NAME	PASSENGERS PER CAR MILE		AVERAGE PASSENGERS ON CAR		AVERAGE SEATS PER PASSENGER		RECEIPTS PER SEAT MILE		AVERAGE WEIGHT CARRIED			Ratio to Average of Surface	
			C F	Ratio to Average of Surface	E F	Ratio to Average of Surface	G F	Ratio to Average of Surface	D G	Ratio to Average of Surface	H + J F (Tons)	H + J G (Tons)	H + J F (Lbs.)		H + J G (Lbs.)
TO SOUTH PHILADELPHIA															
71 S		Frankford 2 & 3	9.2	151%	14.2	102%	30.8	2.2	79%	1.19¢	192%	13.2	860	1,860	83%
72 S		Frankford Berks 5 & 6	8.4	138	14.1	101	47.9	3.4	121	0.76	123	13.6	560	1,940	92
73 S		Frankford Lehigh 5 & 6	5.8	95	10.4	74	48.0	4.6	164	0.51	82	13.4	560	2,560	121
54 S		Fox Chase	6.2	102	14.5	104	36.1	1.5	57	0.73	118	8.4	460	1,160	55
41 S		Dickinson	9.8	161	19.0	136	44.0	2.3	82	1.02	165	9.0	400	940	44
58 S		Chestnut Hill	8.5	139	16.3	116	38.9	2.4	86	0.74	119	16.5	840	2,020	95
53 S		Indiana	8.0	131	15.8	113	40.3	2.6	93	0.88	142	8.9	440	1,140	54
4 S		Richmond 7 & 9	4.9	80	11.8	84	42.9	3.6	129	0.54	87	9.2	440	1,560	74
35 S		McKean 7 & 9	7.8	128	14.7	105	29.9	2.0	71	1.27	205	18.1	1,220	2,460	116
32 S		10 & 11	8.4	138	15.3	109	39.8	2.6	93	0.80	129	14.5	720	1,900	90
47 S		Cumberland	5.9	97	10.0	71	30.0	3.0	107	0.78	126	16.8	1,120	3,360	158
48 S		13 & 15	6.3	103	13.6	97	38.6	2.8	100	0.69	111	22.6	1,180	3,320	157
1 S		12 & 16	7.4	121	14.1	101	36.5	2.6	93	0.93	150	20.9	1,140	2,960	140
49 S		Wayne	9.1	149	17.4	124	28.0	1.6	57	1.37	221	13.0	920	1,500	71
2		19 & 20	8.0	131	12.1	86	38.0	3.1	111	1.03	166	22.0	1,160	3,640	172
3		17 & 18	9.2	151	16.4	117	37.9	2.3	82	1.11	179	22.0	1,160	2,680	126
5		Passyunk	4.2	69	8.1	58	38.7	4.8	172	0.47	76	8.6	440	2,120	100
Average			7.5	123%	14.0	100%	38.2	2.7	96%	0.85¢	137%	15.7	820	2,240	106%
TO WEST PHILADELPHIA															
9		Chestnut	4.8	79	11.4	81	38.4	3.4	121	0.59	95	23.0	1,200	4,000	189
13		Baltimore	5.5	90	13.1	93	37.9	2.9	104	0.65	105	22.9	1,220	3,500	165
25		West Spruce	5.9	97	14.3	102	35.5	2.5	89	0.74	119	20.4	1,120	2,860	135
87		Baltimore Subway	5.6	92	14.7	105	40.1	2.7	96	0.57	92	23.0	1,100	2,980	141
12		Darby	4.8	79	15.6	111	37.5	2.4	86	0.56	90	21.7	1,160	2,780	131
14		Gray's Ferry	5.5	90	15.6	111	45.4	2.9	104	0.47	76	9.8	440	1,260	59
16		Elmwood	4.8	79	12.0	86	44.8	3.7	132	0.45	73	9.1	400	1,520	72
86		Darby Subway	5.8	95	21.9	156	39.8	1.8	64	0.59	95	22.3	1,120	2,040	96
18		Lancaster-Haddington	6.2	102	13.1	94	37.8	2.9	104	0.76	123	22.2	1,180	3,380	160
19		Baring	6.5	107	13.0	93	37.8	2.9	104	0.82	132	22.6	1,200	3,460	163
26		Belmont	4.7	77	9.2	66	41.1	4.5	161	0.52	84	9.1	440	1,980	93
27		Haddington-Hestonville	5.0	82	11.6	83	36.1	3.1	111	0.64	103	9.6	520	1,640	77
28		Overbrook	4.9	80	12.2	87	39.9	3.3	118	0.54	87	9.6	480	1,580	75
88		Lancaster-Haddington Subway	4.5	74	10.3	74	40.7	4.0	143	0.45	73	22.0	1,080	4,580	202
89		Baring Subway	4.8	79	12.1	85	39.9	3.3	118	0.51	82	21.9	1,080	3,580	169
23		Haddington-Haverford	5.6	92	11.1	79	37.9	3.4	121	0.68	110	21.9	1,160	3,940	186
24		63 & Vine	6.9	113	12.4	89	38.0	3.1	111	0.77	124	21.9	1,160	3,540	167
Average—Surface			5.4	89%	13.3	95%	39.5	3.0	107%	0.60¢	97%	18.0	920	2,700	127%
Subway-Elevated			6.9	113	22.6	161	48.0	2.1	75	0.59	95	38.6	1,600	3,420	161
Average including Subway-Elevated			5.8	95%	15.7	112%	41.6	2.7	96%	0.60¢	97%	23.2	1,120	2,960	140%
Average Delivery District Surface			6.0	99	15.0	107	39.8	2.7	93	0.65	105	15.6	787	2,080	98
Average All Delivery District Lines			6.1	100%	15.6	111%	40.4	2.6	93%	0.64¢	103%	17.5	863	2,230	105%
CROSTOWN LINES															
WEST PHILADELPHIA:															
10		Chester Avenue	4.1	67%	4.2	30%	24.0	5.8	207%	0.46¢	74%	8.8	740	4,220	199%
11		Chester Avenue Extension	3.4	56	7.6	54	24.4	3.2	114	0.41	66	9.2	760	2,420	114
15		53	13.4	220	13.7	98	38.0	2.8	100	0.95	153	23.0	1,220	3,360	159
30		58 & 60	8.2	134	10.9	78	46.7	4.3	154	0.46	76	9.4	400	1,720	81
31		Zoo	1.7	28	1.3	9	24.0	18.9	675	0.26	42	8.6	720	13,520	638
21 W		Lombard & South	4.4	72	8.8	64	44.2	5.0	179	0.43	69	8.5	380	1,940	92
22		Bala	7.7	126	11.3	81	23.8	2.1	75	0.84	136	9.2	780	1,620	77
Average			8.0	131%	10.6	76%	39.2	3.7	132%	0.60¢	97%	13.0	660	2,440	115%

PASSENGER COUNT

DERIVED TRAFFIC STATISTICS (Concluded)

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 23 TO SEPTEMBER 22, 1910)

No.	LINE (M)	NAME	PASSENGERS PER CAR MILE	AVERAGE PAS- SENGERS ON CAR	AVERAGE SEATS PER CAR	SEATS PER PASSENGER	RECEIPTS PER SEAT MILE	AVERAGE WEIGHT CARRIED		
								Average Weight of Cars	Per Seat	Per Passenger
			$\frac{C}{F}$	$\frac{E}{F}$	Ratio to Average of Surface	$\frac{G}{E}$	Ratio to Average of Surface	$\frac{H+J}{F}$ (Tons)	$\frac{H+J}{G}$ (Lbs.)	$\frac{H+J}{E}$ (Lbs.)
			Ratio to Average of Surface	Ratio to Average of Surface	Ratio to Average of Surface	Ratio to Average of Surface	Ratio to Average of Surface	Ratio to Average of Surface	Ratio to Average of Surface	Ratio to Average of Surface
CROSSTOWN LINES (Continued)										
SOUTH PHILADELPHIA:										
6		Point Breeze.....	3.0	4.3	31%	25.6	207%	9.1	720	4,200
7		Catharine & Bainbridge.....	7.8	7.1	51	24.2	121	7.8	660	2,220
8		Federal & Wharton.....	8.5	9.3	66	24.8	96	9.6	780	2,080
21 E		Lombard & South.....	6.1	10.3	74	47.0	90	9.1	380	1,760
39 S		Morris & Tasker.....	5.0	10.9	78	49.4	161	9.2	380	1,680
Average .....			6.7	9.8	70%	38.5	146%	9.0	460	1,900
NORTH PHILADELPHIA:										
29		Race & Vine.....	2.8	3.1	22	24.1	275	8.2	680	5,220
40		Callowhill .....	2.8	3.4	24	21.3	222	7.5	700	4,360
42		Beach .....	3.4	4.3	31	24.0	200	8.8	740	4,080
20		Girard Belmont .....	5.7	8.5	61	48.0	200	13.3	560	3,120
76		Girard .....	8.4	14.7	105	44.5	107	16.0	720	2,180
77		Jefferson .....	4.8	9.5	68	41.0	154	8.5	420	1,800
43		York & Dauphin .....	5.9	9.5	68	37.2	139	8.1	440	1,720
68		Lehigh .....	6.0	8.9	64	47.5	189	8.6	360	1,920
70		Erie .....	9.0	7.2	51	23.9	118	8.6	720	2,380
79		Allegheny .....	8.9	16.2	116	38.6	86	23.4	1,220	2,880
80		Allegheny Short Line.....	11.6	9.2	66	37.7	145	22.7	1,200	4,900
57		Olney .....	5.4	14.2	101	49.4	125	9.1	380	1,300
74		Frankford-Bridesburg .....	2.9	3.8	27	24.0	229	8.4	700	4,440
52		Glenside .....	4.8	15.4	110	36.0	82	22.0	1,220	2,860
Average .....			6.1	11.6	83	40.2	125	13.7	680	2,360
Average Crosstown Lines.....			6.6	11.1	79%	39.8	128%	12.9	650	2,320
SUBURBAN LINES										
61		Cheltenham .....	6.1	5.6	40	50.0	318	8.7	340	3,080
65		Doylestown .....	2.7	10.2	73	46.1	161	12.2	520	2,400
66		Hatboro .....	4.5	12.3	88	35.0	100	8.4	480	1,360
75		Torresdale .....	6.2	13.1	94	36.0	100	16.7	940	2,580
81		Chester .....	2.0	5.7	41	31.4	196	12.6	800	4,400
82		Media .....	2.4	8.1	58	53.4	236	12.5	460	3,100
83		Lansdowne .....	3.3	3.4	24	24.0	250	8.4	700	4,880
84		Middletown .....	3.6	22.3	159	48.9	79	12.0	500	1,080
17		Island Road .....	6.1	9.2	66	24.0	93	9.2	760	1,980
Average .....			4.0	9.5	68%	36.0	135%	9.5	540	2,000
Total or Average Surface System.....			6.1	14.0	100	39.6	100	14.8	740	2,120
Subway-Elevated .....			6.9	22.6	161	48.0	75	38.6	160	3,420
Total or Average All Lines.....			6.1	14.5		40.1		16.3	820	2,240

(C) Passengers (all classes) for day of riding count.

(D) Receipts for day of riding count.

(E) Passenger miles (calculated) for day of riding count.

(F) Car miles

(G) Seat miles

(H) Ton miles, empty cars

(I) " " passengers

(M) Double end lines are treated as if divided at Market Street, suffix "N" indicating north end and "S," south end.



## PASSENGER COUNT

## RELATION OF OPERATING EXPENSES TO RECEIPTS PER PASSENGER MILE

LINE No.	LINE (M) NAME	Receipts per Passenger Mile (A)	Operating Expenses per Passenger Mile (B)	Ratio of Operating Expenses to Receipts	Cash Receipts per Passenger (all Classes)	Length of Ride for which Operating Expenses Equal Receipts Miles	Ratio to Length of Line (if less than 100%)
LINES FROM DELIVERY DISTRICT TO NORTHEAST							
78	Bridsburg .....	1.68¢	1.14¢	68%	4.37¢	3.74	54%
4 N	Richmond 7 & 9 .....	1.97	1.18	60	4.69	3.97	99
71 N	Frankford 2 & 3 .....	1.71	1.09	64	3.97	3.64	53
69	Tioga & Dock .....	1.93	0.85	44	3.82	4.49	.....
67	Berks & Montgomery .....	1.56	0.77	49	3.98	5.17	.....
72 N	Frankford Berks 5 & 6 .....	1.43	0.69	48	4.32	6.26	88
73 N	Frankford Lehigh 5 & 6 .....	1.37	0.66	48	4.23	6.41	88
	Average .....	1.61¢	0.87¢	54	4.14¢	4.76	.....
TO NORTH PHILADELPHIA							
56	Franklinville .....	1.59	0.93	59	4.00	4.30	62
34	Norris & Susquehanna .....	2.04	1.06	52	4.88	4.60	86
53 N	Indiana .....	1.89	0.97	51	4.41	4.55	.....
33	Cambria 7 & 9 .....	1.81	1.20	66	4.41	3.68	89
32 N	10 & 11 .....	1.80	0.57	32	3.81	6.68	.....
47 N	Cumberland .....	1.96	1.08	55	3.99	3.69	84
48 N	13 & 15 .....	1.76	0.90	51	4.27	4.74	.....
1 N	12 & 16 .....	2.91	1.05	36	4.59	4.37	.....
35 N	McKean 7 & 9 .....	1.71	1.25	73	4.88	3.90	81
36	Columbia .....	2.54	1.27	50	4.59	3.61	73
37	Farmount .....	2.44	1.73	71	4.88	2.82	55
39 N	Morris & Tasker .....	2.36	0.89	37	3.71	4.17	.....
41 N	Dickinson .....	2.64	1.71	65	4.60	2.69	81
45	Continental Depot .....	2.31	1.16	50	5.13	4.42	85
46	Continental Nicetown .....	1.64	0.78	48	4.43	5.68	85
50	17 & 19 .....	1.86	0.78	42	3.80	4.87	79
51	17 & 19 Short Line .....	2.28	0.84	37	4.44	5.29	.....
38	Manayunk .....	1.43	0.85	59	4.19	4.93	61
44	Ridge .....	2.16	1.16	54	4.55	3.92	77
	Average .....	1.95¢	0.96¢	49%	4.33¢	4.51	.....
TO NORTH SUBURBS							
54 N	Fox Chase .....	0.94	0.70	74	4.24	6.06	60
63	Willow Grove 4 & 8 .....	1.06	0.71	67	4.30	6.06	84
64	Willow Grove 13 & 15 .....	0.97	0.92	95	4.22	4.59	62
58 N	Chestnut Hill .....	0.95	0.55	58	3.38	6.15	57
60	Pelham .....	1.45	0.89	61	4.18	4.70	55
49 N	Wayne .....	1.47	0.78	53	4.21	5.40	69
	Average .....	1.09¢	0.78¢	72%	4.05¢	5.19	.....

(A) For composite day of riding count, Aug. 29 to Sept. 22, 1910.

(B) Based on average for system, calculated by dividing average operating expenses per car mile for year to June 30, 1910 for surface system by average passengers on car for that line.

NOTE.—Depreciation, Taxes, Interest and other deductions from net earnings are not included in the above computations. Suburban lines are omitted from this statement because operating expenses per car mile on these lines vary materially from average for system.



PASSENGER COUNT

RELATION OF OPERATING EXPENSES TO RECEIPTS PER PASSENGER MILE (Continued)

No.	LINE (M) NAME	Receipts per Passenger Mile (A)	Operating Expenses per Passenger Mile (B)	Ratio of Operating Expenses to Receipts	Cash Receipts per Passenger (all Classes)	Length of Ride for which Operating Expenses Equal Receipts Miles	Ratio to Length of Line (if less than 100%)
TO SOUTH PHILADELPHIA							
71 S	Frankford 2 & 3	2.58¢	0.99¢	38%	3.97¢	4.01	---
72 S	Frankford Berks 5 & 6	2.57	0.99	39	4.33	4.37	---
73 S	Frankford Lehigh 5 & 6	2.37	1.34	57	4.24	3.16	---
54 S	Fox Chase	1.80	0.97	54	4.25	4.38	---
41 S	Dickinson	2.36	0.74	31	4.59	6.20	---
58 S	Chestnut Hill	1.76	0.86	49	3.38	3.93	---
53 S	Indiana	2.25	0.89	40	4.41	4.96	---
4 S	Richmond 7 & 9	1.95	1.18	61	4.68	3.97	---
35 S	McKean 7 & 9	2.58	0.95	37	4.87	5.13	---
32 S	10 & 11	2.08	0.92	44	3.81	4.14	---
47 S	Cumberland	2.34	1.40	60	4.00	2.86	---
48 S	13 & 15	1.97	1.03	52	4.26	4.14	---
1 S	12 & 16	2.40	0.99	41	4.59	4.64	---
49 S	Wayne	2.21	0.81	37	4.21	5.20	---
2	19 & 20	3.22	1.16	36	4.88	4.21	---
3	17 & 18	2.56	0.85	33	4.56	5.36	---
5	Passyunk	2.24	1.73	77	4.33	2.50	59%
	Average	2.33¢	1.00¢	43%	4.34¢	4.34	---

TO WEST PHILADELPHIA

9	Chestnut	1.99	1.23	62	4.71	3.83	60
13	Baltimore	1.88	1.07	57	4.47	4.18	67
25	West Spruce	1.82	0.98	54	4.46	4.55	93
87	Baltimore Subway	1.55	0.95	61	4.02	4.23	90
12	Darby	1.37	0.90	66	4.50	5.00	66
14	Gray's Ferry	1.36	0.90	66	3.85	4.28	56
16	Elmwood	1.67	1.17	70	4.19	3.58	55
86	Darby Subway	1.07	0.64	60	4.00	6.25	98
18	Lancaster-Haddington	2.17	1.07	49	4.58	4.28	66
19	Baring	2.38	1.08	45	4.80	4.57	87
26	Belmont	2.32	1.52	66	4.56	3.00	57
27	Haddington-Hestonville	1.98	1.21	61	4.57	3.78	54
28	Overbrook	1.78	1.15	65	4.46	3.88	53
88	Lancaster-Haddington Subway	1.79	1.36	76	4.10	3.01	55
89	Baring Subway	1.68	1.16	69	4.20	3.62	87
23	Haddington-Haverford	2.30	1.26	55	4.59	3.64	51
24	63 & Vine	2.34	1.13	48	4.21	3.73	51
85	Average—Surface Subway-Elevated	1.78¢ 1.27	1.05¢ 0.62	59% 49	4.46¢ 4.14	4.25 6.68	91
	Average including Subway-Elevated	1.59¢	0.89	56	4.29	4.82	---
	Average Delivery District Surface Lines	1.72	0.93	54	4.27	4.59	---
	Average All Delivery District Lines...	1.66¢	0.90¢	54%	4.26¢	4.73	---

## PASSENGER COUNT

## RELATION OF OPERATING EXPENSES TO RECEIPTS PER PASSENGER MILE (Concluded)

No.	LINE (M) NAME	Receipts per Passenger Mile (A)	Operating Expenses per Passenger Mile (B)	Ratio of Operating Expenses to Passenger Receipts	Cash Receipts per Passenger (all Classes)	Length of Ride for which Operating Expenses Equal Receipts Miles	Ratio to Length of Line (if less than 100%)
CROSTOWN LINES							
WEST PHILADELPHIA:							
10	Chester Avenue .....	2.67¢	3.34¢	125%	2.74¢	0.82	.....
11	Chester Avenue Extension .....	1.33	1.84	138	2.97	1.61	33%
15	52 .....	2.64	1.02	39	2.69	2.64	.....
30	58 & 60 .....	1.97	1.28	65	2.61	2.04	86
31	Zoo .....	4.90	10.80	220	3.70	0.34	18
21 W	Lombard & South .....	2.15	1.59	74	4.30	2.70	87
22	Bala .....	1.77	1.24	70	2.61	2.10	74
Average .....		2.23¢	1.32¢	59%	2.91¢	2.20	.....
SOUTH PHILADELPHIA							
6	Point Breeze .....	2.16¢	3.26¢	151%	3.15¢	0.97	62%
7	Catharine & Bainbridge .....	3.25	1.97	61	2.96	1.50	59
8	Federal & Wharton .....	2.74	1.51	55	2.98	1.97	80
21 E	Lombard & South .....	2.58	1.36	53	4.30	3.16	.....
39 S	Morris & Tasker .....	1.69	1.28	76	3.70	2.89	81
Average .....		2.35¢	1.43¢	61%	3.46¢	2.42	.....
NORTH PHILADELPHIA:							
29	Race & Vine .....	4.32	4.51	104	4.76	1.06	41
40	Callowhill .....	3.82	4.12	108	4.77	1.16	39
42	Beach .....	3.45	3.26	95	4.42	1.36	59
20	Girard-Belmont .....	3.02	1.65	55	4.54	2.75	54
76	Girard .....	2.20	.95	43	3.87	4.07	70
77	Jefferson .....	1.92	1.47	77	3.77	2.56	36
43	York & Dauphin .....	2.49	1.47	59	3.99	2.71	59
68	Lehigh .....	2.67	1.57	59	3.95	2.52	52
70	Erie .....	3.25	1.94	60	2.60	1.34	74
79	Allegheny .....	1.61	.86	53	2.92	3.40	54
80	Allegheny Short Line .....	3.48	1.52	44	2.80	1.84	52
57	Ohney .....	1.04	.99	95	2.74	2.77	25
74	Frankford-Bridensburg .....	2.64	3.68	139	3.38	0.92	39
52	Glenside .....	1.17	.91	78	3.74	4.11	54
Average .....		1.88¢	1.21¢	64%	3.57¢	2.95	.....
Average Crostown .....		1.98	1.26	63	3.38	2.68	.....
Average Surface System without Suburban Lines .....		1.75¢	1.00¢	57%	4.14¢	4.14	.....

(M) Double end lines are treated as if divided at Market Street, suffix "N" indicating north end and "S," south end.

PASSENGER COUNT

TRANSFERS AND EXCHANGES COLLECTED BY LINES

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 23, 1910)

No.	LINE	NAME	FREE TRANSFERS COLLECTED		3* EXCHANGES COLLECTED		FOR YEAR ENDING JUNE 30, 1910	
			Number	Ratio to Revenue Passengers (A)	Number	Ratio to Revenue Passengers (A)	Free Transfers Collected to Revenue Passengers (A)	3* Exchanges Collected to Revenue Passengers (A)
DOUBLE END LINES NORTH AND SOUTH								
NORTHEAST TO SOUTH PHILADELPHIA								
4	Richmond 7 & 9		738	4.5%	758	4.6%	3.5%	9.1%
71	Frankford 2 & 3		6,988	23.1	1,512	5.0	18.4	10.9
72	Frankford Berks 5 & 6		3,884	15.4	1,564	6.2	13.1	10.0
73	Frankford Lehigh 5 & 6		3,032	13.8	1,314	6.0	13.8	11.1
	Total		14,642	15.7%	5,148	5.5%	13.3%	10.4%
NORTH SUBURBS TO SOUTH PHILADELPHIA								
54	Fox Chase		2,153	9.6	1,341	6.0	12.1	12.7
58	Chestnut Hill		4,143	14.7	1,218	4.3	12.4	8.8
	Total		6,296	10.5%	2,559	4.3%	12.3%	10.3%
NORTH TO SOUTH PHILADELPHIA								
53	Indiana		1,368	10.6	630	4.9	7.4	10.8
32	10 & 11		9,752	26.8	2,415	6.6	24.8	13.8
47	Cumberland		2,613	23.1	1,165	10.3	10.6	16.4
48	13 & 15		3,059	15.8	2,262	11.6	9.2	17.3
1	12 & 16		1,274	4.3	2,510	8.6	2.3	17.3
35	McKean 7 & 9		90	0.5	646	3.3	0.5	6.5
41	Dickinson		938	7.0	563	4.2	3.3	9.8
	Total		19,094	13.4	10,191	7.2	9.5	13.8
	Total Double End Lines		40,032	13.5%	17,898	6.1%	11.2%	12.1%
LINES TERMINATING IN DELIVERY DISTRICT								
FROM NORTHEAST								
78	Bridesburg		3,019	22.3	633	4.7	23.1	10.2
67	Berks & Montgomery		4,246	27.4	499	3.2	21.2	10.5
69	Tioga & Dock		3,530	27.5	770	6.0	24.3	12.4
	Total		10,795	26.4%	1,902	4.6%	22.8%	10.9%
FROM NORTH SUBURBS								
55	Fox Chase & Powell (included in Fox Chase							
63	Willow Grove 4 & 8		618	2.6	413	1.7	9.5	6.6
64	Willow Grove 13 & 15		2,874	13.2	1,335	6.1	12.0	13.2
59	Chestnut Hill 2nd Section		877	12.1	253	3.5		
60	Pelham		2,725	15.8	785	4.5	12.5	8.6
49	Wayne		5,014	16.2	2,145	6.9	12.1	11.3
	Total		12,108	12.6%	4,931	5.1%	11.8%	11.1%

## PASSENGER COUNT

## TRANSFERS AND EXCHANGES COLLECTED BY LINES (Continued)

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

No.	LINE  NAME	FREE TRANSFERS COLLECTED		3¢ EXCHANGES COLLECTED		FOR YEAR ENDING JUNE 30, 1910	
		Number	Ratio to Revenue Passengers (A)	Number	Ratio to Revenue Passengers (A)	Ratio of Free Transfers Collected to Revenue Passengers (A)	Ratio of 3¢ Exchanges Collected to Revenue Passengers (A)
FROM NORTH PHILADELPHIA							
56	Franklinville .....	1,948	19.9%	741	7.6%	16.9%	12.9%
34	Norris & Susquehanna.....	.....	.....	866	5.1	.....	10.6
33	Cambria 7 & 9.....	593	10.5	166	2.9	12.9	7.5
36	Columbia .....	513	2.8	1,545	8.4	2.6	17.0
37	Fairmount .....	.....	.....	281	3.7	.....	10.5
45	Continental Depot .....	332	3.1	601	5.5	2.1	11.2
46	Continental Nicetown .....	3,823	20.4	1,346	7.2	18.6	13.5
50	17 & 19.....	4,642	23.2	1,353	6.8	19.9	13.9
51	17 & 19 Short Line.....	1,654	15.4	593	5.5	13.6	12.2
38	Manayunk .....	4,003	16.4	1,202	4.9	13.6	10.7
44	Ridge .....	1,083	7.5	802	5.5	5.9	11.0
Total .....		18,591	11.8	9,496	6.0	10.4	12.6
Total from North.....		41,494	14.1%	16,329	5.5%	12.5%	11.9%
FROM SOUTH PHILADELPHIA							
2	19 & 20.....	.....	.....	731	5.2	.....	10.3
3	17 & 18 .....	1,440	6.9	1,391	6.6	6.5	13.0
5	Passyunk .....	932	13.4	286	4.1	10.4	7.9
Total .....		2,372	8.5%	2,408	5.7%	4.5%	11.1%
FROM WEST PHILADELPHIA							
9	Chestnut .....	446	3.7	869	7.3	4.1	17.1
13	Baltimore .....	845	7.4	1,105	9.6	6.7	20.1
25	West Spruce .....	776	7.1	1,022	9.3	8.1	15.9
87	Baltimore Subway .....	1,689	23.7	.....	.....	21.8	.....
12	Darby .....	937	6.5	1,364	9.4	5.9	19.3
14	Gray's Ferry .....	4,179	26.3	884	5.6	25.7	11.1
16	Elmwood .....	1,760	17.8	310	3.1	17.0	7.2
86	Darby Subway .....	2,700	24.2	.....	.....	23.3	.....
18	Lancaster-Haddington .....	732	5.7	1,011	7.9	4.5	16.6
19	Baring .....	78	0.8	811	8.1	0.9	17.4
26	Belmont .....	623	6.5	709	7.4	4.3	18.7
27	Haddington-Hestonville .....	672	6.7	613	6.1	6.7	13.5
28	Overbrook .....	915	8.5	703	6.6	7.5	14.4
88	Lancaster-Haddington Subway .....	1,151	20.7	.....	.....	17.9	.....
89	Baring Subway .....	857	18.4	.....	.....	17.1	.....
23	Haddington-Haverford .....	847	5.2	1,397	8.6	4.4	19.5
24	63 & Vine.....	2,541	13.4	1,925	10.2	12.7	20.4
Total .....		21,738	11.2%	12,723	6.6%	10.5%	14.2%
Subway-Elevated .....		15,877	20.3	.....	.....	16.9	.....
85	Total Including Subway-Elevated .....	37,615	13.9	12,723	4.7	12.6	9.7
Total All Lines Terminating in Delivery District .....		81,481	13.4%	31,460	5.2%	12.0%	10.8%



PASSENGER COUNT

TRANSFERS AND EXCHANGES COLLECTED BY LINES (Concluded)

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

LINE		FREE TRANSFERS COLLECTED		3¢ EXCHANGES COLLECTED		FOR YEAR ENDING JUNE 30, 1910	
No.	NAME	Number	Ratio to Revenue Passengers (A)	Number	Ratio to Revenue Passengers (A)	Free Transfers Collected to Revenue Passengers (A)	Ratio of 3¢ Exchanges Collected to Revenue Passengers (A)
CROSSTOWN LINES							
WEST PHILADELPHIA							
10	Chester Avenue .....	796	80.0%	---	---	73.4%	---
11	Chester Avenue Extension .....	---	---	---	---	63.3	---
15	52 .....	15,524	84.0	---	---	83.0	---
30	58 & 60 .....	10,208	82.0	---	---	87.9	---
31	Zoo .....	39	40.0	2	1.5	38.2	1.5
22	Bala .....	1,800	81.0	---	---	83.7	---
Total .....		28,367	73.8%	2	1.5%	83.5%	---
SOUTH PHILADELPHIA							
6	Point Breeze .....	333	60.0	---	---	50.5	---
7	Catharine & Bambridge .....	2,886	66.1	145	3.3	61.7	11.7
8	Federal & Wharton .....	3,602	87.8	168	4.1	58.0	11.9
21	Lombard & South .....	1,722	11.6	1,417	9.5	10.2	20.0
39	Morris & Tasker .....	8,451	38.2	1,991	9.0	22.1	19.5
Total .....		16,994	37.2%	3,721	8.1%	25.4%	17.9%
NORTH PHILADELPHIA							
29	Race & Vine .....	---	---	163	8.9	---	22.1
40	Callowhill .....	7	0.3	342	12.7	0.2	25.9
42	Beach .....	203	7.7	393	14.9	6.2	33.1
20	Girard Belmont .....	549	5.5	1,710	17.2	5.5	38.6
76	Girard .....	6,000	22.1	3,892	14.3	21.4	30.0
77	Jefferson .....	3,053	29.8	473	4.6	26.4	10.0
43	York & Dauphin .....	1,850	16.1	1,570	13.7	10.4	26.3
68	Lehigh .....	3,259	20.1	1,725	10.7	17.4	20.5
70	Erie .....	3,537	90.8	3	---	87.5	---
79	Allegheny .....	13,683	129.5	---	---	78.7	---
80	Allegheny Short Line .....	---	---	---	---	80.4	---
57	Olney .....	10,577	81.0	---	---	76.9	---
74	Frankford-Bridesburg .....	239	44.6	---	---	42.3	---
52	Glenaside .....	6,172	31.4	110	5.5	31.1	6.8
Total .....		49,129	39.3	10,381	8.3	34.4	16.7
Total Crosstown .....		94,490	45.2%	14,104	6.7%	40.6%	14.3%
SUBURBAN							
61	Cheltenham .....	2,330	71.0	---	---	59.5	---
65	Doylestown .....	33	0.4	---	---	1.5	---
66	Hatboro .....	39	5.6	---	---	8.8	---
75	Torresdale .....	3,156	61.1	---	---	60.7	---
17	Island Road .....	1,336	75.8	---	---	75.1	---
Total .....		6,894	31.3%	---	---	22.9%	---
Total Surface System .....		207,020	19.7	63,462	6.0%	17.1	12.6%
Subway-Elevated .....		15,877	20.3	---	---	16.9	---
Total All Lines .....		222,897	19.7%	63,462	5.6%	17.1%	11.6%

(A) 3¢ Exchanges included in Revenue Passengers.

## PASSENGER COUNT

## DELIVERY DISTRICT TRAFFIC

FOR COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

PASSENGERS (all classes) TO AND IN THE DELIVERY DISTRICT				PASSENGERS (all classes) THROUGH OR ACROSS THE DELIVERY DISTRICT			
FROM ZONES OR DISTRICTS AS FOLLOWS :	Distance of Center of Zone from Market or 9th Sts. (Miles)	Passengers between Zone and Delivery District one Direction	Ratio to Total Delivery District	No.	LINE NAME	Northbound	Southbound
NORTHEAST							
Frankford and Bridesburg.....	5.86	2,830	1.0%	1	12 & 16.....	2,910	5,158
Kensington and Richmond.....	3.98	7,890	2.8	4	Richmond 7 & 9.....	3,415	3,340
Total Northeast .....	4.92	10,720	3.8	32	10 & 11.....	4,240	5,410
NORTH SUBURBS							
.....	7.95	3,430	1.3	35	McKean 7 & 9.....	1,390	1,420
NORTH PHILADELPHIA							
North of Hunting Park .....	5.21	6,530	2.3	39	Morris & Tasker.....	3,750	4,370
Clearfield St. to Hunting Park.....	3.88	10,110	3.6	41	Dickinson .....	2,345	540
Colona to Clearfield Sts.....	2.94	18,510	6.6	47	Cumberland .....	2,110	1,830
Thompson to Colona Sts.....	1.99	22,060	7.9	48	13 & 15.....	1,850	2,590
Mt. Vernon to Thompson Sts.....	1.14	21,268	7.6	49	Wayne .....	2,850	2,400
Cherry to Mt. Vernon Sts.....	.55	13,240	4.8	53	Indiana .....	1,810	1,480
Total North Philadelphia.....	3.22	91,718	32.8	54	Fox Chase .....	2,760	2,530
SOUTH PHILADELPHIA							
League Island .....	4.07	560	0.2	58	Chestnut Hill .....	2,050	2,830
Moore St. to Oregon Ave.....	2.13	15,645	5.6	71	Frankford 2 & 3.....	3,240	1,510
Washington Ave. to Moore St.....	1.47	15,965	5.8	72	Frankford Berks 5 & 6.....	2,270	2,340
Locust St. to Washington Ave.....	.66	13,471	4.8	73	Frankford Lehigh 5 & 6 .....	1,600	1,970
Total South Philadelphia.....	2.13	45,741	16.4	Total .....		38,590	39,718
WEST PHILADELPHIA							
West of 65th St.....	5.68	5,400	1.9				
55th to 65th Sts.....	4.73	21,780	7.8				
46th to 55th Sts.....	1.80	27,660	9.9				
36th to 46th Sts.....	2.70	16,175	5.8				
Schuylkill River to 36th St.....	1.80	14,170	5.1				
Total West Philadelphia.....	3.88	85,185	30.5				
WEST SUBURBS							
.....	7.46	2,035	0.7				
Total to Delivery District.....		238,829	85.5				
Local in Delivery District (One Way).....		40,631	14.5				
Total Delivery District.....		279,460	100.0%				

PASSENGER COUNT

LOAD ZONES

DELIVERY DISTRICT LINES

POINTS BEYOND WHICH VARIOUS PROPORTIONS OF MAXIMUM LOADS ARE CARRIED

No.	LINE  NAME	100 %			80 %			50 %			30 %			20 %		
		Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)			
LINES TO NORTHEAST																
78	Bridsburg	Brown	0.9	Pacific	4.4	Lefevre	5.7	Salmon	6.3	Thompson	6.3					
4 N	Richmond 7 & 9	Wood	0.5	4th & Girard	1.9	Montgomery	2.7	Norris	3.0	Adams	3.6					
71 N	Frankford 2 & 3	Market	0.0	Allegheny	4.2	Church	5.8	Orthodox	6.2	Margaret	6.3					
69	Tioga & Dock	Berks	2.1	Somerset	3.4	Allegheny	3.8	Tioga	4.1							
67	Berks & Montgomery	9th & Girard	1.5	5th & Berks	2.4	Fletcher	3.3	Sergeant	3.8	Coral	3.8					
72 N	Frankford Berks 5 & 6	Callowhill	0.5	Tioga	4.7	Orthodox	6.2	Arrot	6.4	Harrison	6.6					
73 N	Frankford Lehigh 5 & 6	Somerset	3.9	Venango	5.1	Sellers	6.4	Arrot	6.7	Faulkrod	6.8					
LINES TO NORTH PHILADELPHIA																
56	Franklinville	Daughin	2.5	Westmoreland	3.6	Hunting Park	4.5	2nd	5.4	Louden	5.6					
34	Norris & Susquehanna	Thompson	1.4	15th	3.0	21st	3.6	27th	4.1	30th	4.4					
53 N	Indiana	Green	0.8	Berks	2.0	Cambria	3.1	5th & Allegheny	3.6	Sedgley	3.8					
33	Cambria 7 & 9	Master	1.6	Cumberland	2.8	Somerset	3.3			13th & Somerset	3.6					
32 N	10 & 11	Vine	0.4	Berks	2.1	Huntingdon	2.9	Cambria	3.2	Glenwood	3.3					
47 N	Cumberland	Race	0.3	Wallace	0.9	Susquehanna	2.3	Clearfield	3.3	Tioga	3.8					
48 N	13 & 15	Arch	0.2	Girard	1.3	Huntingdon	2.8	Westmoreland	3.6	Erie	4.0					
1 N	12 & 16	Race	0.3	Ridge	1.1	Berks	2.1	Dauphin	2.5	Lehigh	2.9					
35 N	McKean 7 & 9	17th	0.9	25th	2.3	Oxford	3.4	Berks	3.9	Diamond	4.1					
36	Columbia	12th	2.2	22nd	3.1	26th	3.5	29th	3.7	31st	4.0					
37	Fairmount	22nd	1.9	Parrish	2.6	30th	3.5	Norris	3.9	Ridge	4.1					
39 N	Morris & Tasker	Market	0.0	25th & Fairmount	0.7	29th & Columbia	2.3	Diamond	2.8	Dauphin	3.1					
41 N	Dickinson	Market	0.0	Race	0.3	15th	1.5	22nd	2.1	Brown	2.6					
45	Continental Depot	Vine	0.4	Girard	1.4	Diamond	2.3	26th	3.3	29th	3.5					
46	Continental Nicetown	Cumberland	3.0	Westmoreland	3.8	Pulaski	4.7			Germantown	4.9					
50	17 & 19	Girard	1.4	Berks	2.1	Clearfield	3.5	Ontario	3.8	Venango	4.0					
51	17 & 19 Short Line	Cherry	0.2	Montgomery	2.0	York	2.6			19th & Huntingdon	2.8					
				High Steps at												
38	Manayunk	Thompson	1.8	Sedgley	3.0	Pencoyd	5.8	Cotton	6.8	Leverington	7.3					
44	Ridge	19th	1.8	Columbia	2.4	Dauphin	3.2	Huntingdon	3.6	Lehigh	3.8					
LINES TO NORTH SUBURBS																
54 N	Fox Chase	Dauphin	2.4	Luzern	4.3	Comly	7.7	Parry's Lane	8.9							
55	Fox Chase & Powell															
63	Willow Grove 4 & 8	Allegheny	3.5	Rockland	5.4	Juniper Ave.	8.2									
64	Willow Grove 13 & 15	Columbia	1.8	Albanus	5.6	Fracker	7.8									
58 N	Chestnut Hill	Allegheny	3.4	Logan	5.4	Allen's Lane	8.2	Mill Road	10.0	Bethlehem & Hillcrest	11.1					
59	Chestnut Hill 2nd Section															
60	Pelham	Glenwood	3.5	Logan	5.7	Chelten	6.4	Duval	7.1	Sharpnack	7.4					
49 N	Wayne	Arch	0.2	Cumberland	2.7	Wyoming	5.6	School Lane	6.4	Chelten	6.5					



## PASSENGER COUNT

## LOAD ZONES

## DELIVERY DISTRICT LINES

## POINTS BEYOND WHICH VARIOUS PROPORTIONS OF MAXIMUM LOADS ARE CARRIED

No.	LINE	NAME	100 %				80 %				50 %				30 %				20 %			
			Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)	Location	Distance from Market St. (Miles)
71 S	Frankford 2 & 3		Bainbridge	0.7	Washington	1.1	Morris	1.6	Snyder	2.0	Jackson	2.0										
72 S	Frankford Berks 5 & 6		Spruce	0.4	Federal	1.2	Tasker	1.6	Mifflin	1.8	Snyder	2.0										
73 S	Frankford Lehigh 5 & 6		Spruce	0.4	Washington	1.1	Dickinson	1.5	Moore	1.7	Snyder	2.0										
54 S	Fox Chase		Locust	0.3	Passyunk	0.9	Tasker	1.6	McKean	1.9	Moyamensing	2.1										
41 S	Dickinson		South	0.6	Reed	1.4																
58 S	Chestnut Hill		Locust	0.3	Christian	0.9	Morris	1.6	Snyder	2.0	Wolf	2.0										
53 S	Indiana		Lombard	0.6	Federal	1.2	Moore	1.7	Jackson	2.0	8th & Rinker	2.2										
4 S	Richmond 7 & 9		Pine	0.5	17th & Ellsworth	2.0	Oakford	2.6	Point Breze	2.9	Morris	3.0										
35 S	McKean 7 & 9		Locust	0.3	Carpenter	1.1	Moore	1.7	Snyder	2.0	Moyamensing	2.2										
32 S	10 & 11		Chestnut	0.1	Fitzwater	0.7	Dickinson	1.6	McKean	1.9	Wolf	2.1										
47 S	Cumberland		Chestnut	0.1	Christian	0.9	Moore	1.7	Snyder	2.0	Porter	2.3										
48 S	13 & 15		Locust	0.3	Federal	1.2	Rinker	2.2														
1 S	12 & 16		Chestnut	0.1	Federal	1.2	McKean	1.9	Porter	2.3	Broad & Porter	2.5										
49 S	Wayne		Chestnut	0.1	Bainbridge	0.7	Reed	1.4	Mifflin	1.8	Broad & Jackson	2.2										
2	19 & 20		17th	0.0	12th	0.5	6th	1.1	4th	1.2												
3	17 & 18		17th	0.0	9th	0.8	5th	1.2														
5	Passyunk		6th	1.3	11th	2.1	16th	2.7	21st	3.2	29th	3.8										

## LINES TO WEST PHILADELPHIA

			Distance from 9th St. (Miles)		Distance from 9th St. (Miles)		Distance from 9th St. (Miles)		Distance from 9th St. (Miles)		Distance from 9th St. (Miles)	
9	Chestnut		23rd	1.4	Pine	3.3	50th	4.1	53rd	4.4	56th	4.8
13	Baltimore		23rd	1.3	42nd & Spruce	2.8	49th	3.9	53rd	4.4	56th	4.7
25	West Spruce		34th	2.1	45th & Spruce	3.3	54th	4.3	56th	4.5	57th	4.6
87	Baltimore Subway		38th	2.6	45th	3.4	49th	3.9	53rd	4.4	56th	4.7
12	Darby		22nd	1.2	41st	2.7	63rd	4.8	Domans	6.0	Mill	6.6
14	Gray's Ferry		28th	2.2	49th	3.4	63rd	4.8	Domans	6.1		
16	Elmwood		17th	1.4	P. R. R.	2.5	49th	4.0	62nd	5.3	65th	5.6
86	Darby Subway		34th & Walnut	2.2	54th	4.0	71st	5.8	3rd St. Darby	6.3	Summit	6.7
18	Lancaster-Haddington		32 & Market	1.9	40th	2.9	50th	4.1	55th	4.6	56th	4.7
19	Baring		13th	0.3	34th & Baring	2.4	Aspen	3.4	Mantua	3.9	Poplar	4.0
26	Belmont		25th	2.1	37th	3.0	Aspen	3.6	44th & Lancaster	3.9	Westminster	4.0
27	Haddington-Hestonville											
28	Overbrook											
88	Lancaster-Haddington Subway		34th	1.5	Westminster	3.0	55th	4.3	58th	4.6	60th	4.8
89	Baring Subway		33rd & Lancaster	2.1	37th & Fairmount	3.1	40th & Ogden	3.7	Poplar	4.0	41st & Parkside	4.2
23	Haddington-Haverford		11th	0.2	40th	2.6	50th	3.8	57th	4.5	60th	4.9
24	63 & Vine		23rd	1.3	49th	3.5	56th	4.3	Vine	5.3	63rd & Girard	5.5



PASSENGER COUNT

SUMMARY

STEAM RAILROAD AND FERRY PASSENGER TRAFFIC IN TERRITORY SERVED BY THE PHILADELPHIA RAPID TRANSIT COMPANY  
FOR THURSDAY, OCTOBER 6, 1910 (A)

SUBURBAN LINES (C)		TOTAL IN 24 HOURS (B)		EVENING RUSH HOUR PASSENGERS FROM PHILADELPHIA TERMINAL (B)					Ratio to Total for 24 Hours	Commutation Tickets Sold for use During September, 1910
		PASSENGERS TO PHILADELPHIA TERMINAL	PASSENGERS FROM PHILADELPHIA TERMINAL	4.30 to 5	5 to 5.30	5.30 to 6	6 to 6.30	6.30 to 7		
<i>Northeasterly</i>										
New York Div., P. R. R.		570	491	---	119	---	64	---	37.3%	46
Frankford Branch P. & R.		1,866	1,687	179	317	211	259	---	57.3	150
Bustleton P. & R.		235	328	---	259	---	---	---	79.1	---
<i>Northerly</i>										
Newtown P. & R.		893	526	---	191	---	68	---	49.2	2,176
Willow Grove P. & R.		---	158	---	---	---	158	---	100.0	
Northeast Penn. P. & R.		70	121	---	---	---	60	---	49.6	
Ivyland P. & R.		137	410	---	248	---	---	---	60.5	
Glenside P. & R.		252	708	---	---	708	---	---	100.0	
Doylestown P. & R.		1,531	1,296	---	331	251	---	110	53.4	
Trevoise P. & R.		322	249	---	---	---	---	147	59.1	
Lansdale P. & R.		762	831	---	---	---	278	---	33.4	
<i>Chestnut Hill</i>										
Chestnut Hill P. R. R.		4,779	4,541	242	636	731	334	87	44.7	1,057
" " P. & R.		5,054	4,761	274	501	703	672	181	48.9	---
<i>Schuylkill</i>										
Norristown P. & R.		3,087	2,856	---	521	542	283	70	49.6	---
Schuylkill P. R. R.		1,223	1,412	76	176	101	157	77	41.6	109
Manayunk P. & R.		91	36	---	---	---	---	---	---	---
Conshohocken P. & R.		197	310	---	---	310	---	---	100.0	---
<i>Westerly</i>										
Phila. Div. P. R. R.		2,111	2,112	75	191	267	340	157	48.8	151
<i>Southwesterly</i>										
Maryland Div. P. R. R.		166	173	---	---	49	20	16	49.1	1,203
Central Div. P. R. R.		1,666	1,653	330	140	331	235	53	65.9	1,129
Chester P. & R.		74	101	---	12	---	---	20	31.7	---
Chester B. & O.		120	242	6	79	87	---	23	80.5	188
Total Suburban Lines		25,206	25,002	1,182	3,721	4,291	2,928	941	52.2%	6,211
TOTAL SUBURBAN AND MAIN LINES										
<i>Terminal Stations</i>										
Broad St. P. R. R.		31,446	33,992	2,091	3,206	3,627	1,500	322	31.6	10,456
West Philadelphia P. R. R.		7,422	7,199	224	700	907	1,049	182	42.5	1,664
12th & Market P. & R.		21,460	21,026	1,246	3,171	3,211	2,205	698	50.1	2,326
24th & Chestnut B. & O.		626	762	16	98	144	14	27	39.2	---
Total Terminal Stations		60,954	62,979	3,577	7,175	7,889	4,768	1,229	39.2%	14,446
<i>Ferry Terminals</i>										
Market St. P. R. R.		31,788	31,172	1,646	2,931	3,479	2,755	845	37.4	908
Chestnut St. P. & R.		5,701	5,544	288	696	697	354	354	43.1	---
South St. P. & R.		1,862	1,722	73	124	125	94	93	29.6	---
Vine St. P. R. R.		2,881	2,826	100	245	535	469	72	50.3	---
Total Ferry Terminals		42,232	41,264	2,107	3,996	4,836	3,672	1,364	38.7%	908
Total Suburban and Main Lines		103,186	104,243	5,684	11,171	12,725	8,440	2,593	39.0%	15,354

(A) Compiled from information furnished by the Railroad Companies. Figures for the Philadelphia & Reading traffic are based upon records taken at the Philadelphia Terminal Stations. Figures for other companies are based upon records taken at the outlying stations in the territory covered.

(B) Passengers to and from West Philadelphia Station are included in terminal records.

(C) Philadelphia & Reading trains to points outside the Philadelphia suburban district carry many passengers between the Terminal and Wayne Junction, Oak Lane, Elkins Park, Jenkintown, Glenside and Chestnut Hill. The amount of this traffic was not available and it therefore is not included in the suburban figures. The suburban lines shown carry some passengers to points beyond the district served by the Philadelphia Rapid Transit Co. and these passengers are included as they also could not be separated.

# RUSH HOUR PROBLEM

## RELATION OF RUSH HOUR TO MID-DAY TRAFFIC

PASSENGERS ON COMPOSITE DAY OF RIDING COUNT (AUGUST 29 TO SEPTEMBER 22, 1910)

	WORKWARD (A)				HOMEWARD (A)				Ratio Rush Hour		Ratio Rush Hour	
	Morning Rush (2 Hours)	Total 24 Hours	Per Hour Morning 10 A. M. to 2 P. M.	Evening Rush (2 Hours)	Total 24 Hours	Per Hour Evening Rush 10 A. M. to 2 P. M.	A. M.	Mid-Day P. M.	A. M.	Total P. M.		
DOUBLE END LINES NORTH AND SOUTH												
Northeast to South Philadelphia .....	9,465	52,232	4,732	11,846	55,151	5,923	2,413	217%	245%	18.1%	21.6%	
North Suburbs to South Philadelphia .....	4,219	26,842	2,110	4,953	30,843	2,476	1,447	163	171	15.7	16.1	
North to South Philadelphia .....	15,090	82,630	7,545	17,334	78,276	8,667	4,264	238	203	18.3	22.1	
Total .....	28,774	161,704	14,387	34,133	164,270	17,066	8,124	216%	210%	17.8%	20.7%	
LINES TERMINATING IN DELIVERY DISTRICT												
From Northeast .....	7,138	26,517	3,569	7,131	24,350	3,565	1,004	309	354	26.9	29.4	
From North Suburbs .....	9,813	57,723	4,907	12,391	58,826	6,195	2,684	227	231	17.1	21.1	
From North Philadelphia .....	23,712	88,443	11,856	26,699	87,096	13,349	3,829	353	349	26.8	30.7	
Total from North .....	40,663	172,683	20,332	46,221	170,272	23,109	7,517	303%	308%	23.6%	27.2%	
From South Philadelphia .....	6,060	23,188	3,031	5,509	21,150	2,755	972	269	283	26.2	26.1	
From West Phila.—Surface .....	24,761	104,992	12,380	29,487	108,780	14,746	5,548	266	264	23.4	27.1	
From West Phila.—Subway-Elevated .....	20,600	57,215	10,300	18,037	45,552	9,019	1,841	447	489	36.0	39.6	
Total West Philadelphia .....	45,361	162,207	22,680	47,524	154,332	23,765	7,389	326%	323%	26.9%	30.8%	
Total Surface .....	71,484	300,863	35,743	81,217	300,202	40,610	14,037	286	289	23.8	27.1	
Subway-Elevated .....	20,600	57,215	10,300	18,037	45,552	9,019	1,841	447	489	36.0	39.6	
Total Delivery District Lines .....	92,084	358,078	46,043	99,254	345,754	49,629	15,878	312%	313%	25.8%	28.6%	
CROSTOWN LINES												
West Philadelphia .....	6,241	33,674	3,120	7,465	33,144	3,732	1,150	303	324	18.6	22.4	
South Philadelphia .....	5,572	31,410	2,786	6,731	31,186	3,365	1,185	266	284	17.7	21.7	
North Philadelphia .....	15,319	95,015	7,659	19,674	92,239	9,837	3,575	253	275	16.1	21.3	
Total .....	27,132	160,099	13,565	33,870	156,569	16,934	5,910	265%	286%	16.9%	21.5%	
SUBURBAN LINES .....	2,719	11,705	1,360	3,238	11,621	1,621	451	348	359	23.2	27.7	
Total Surface System .....	130,109	634,371	65,055	152,458	632,662	76,231	28,522	264	266	20.5	24.1	
Subway-Elevated .....	20,600	57,215	10,300	18,037	45,552	9,019	1,841	447	489	36.0	39.6	
Total .....	150,709	691,586	75,355	170,495	678,214	85,250	30,363	280%	282%	21.7%	25.2%	

(A) On double end lines South is used for workward direction.

RUSH HOUR PROBLEM

EVENING RUSH HOUR TRAFFIC OUT OF DELIVERY DISTRICT (C)

SURFACE SYSTEM

	TRAFFIC			SERVICE			WEIGHTS MOVED, TONS				TOTAL WEIGHT MOVED			
	Passengers	Ratio to Total for 24 hours of Delivery District Lines	Cars	Seats	Seating and Standing Capacity (A)	Passengers per Car	Ratio of Passengers to Seats	Ratio of Passengers to Seats and Standing Space	Empty Cars	Passengers @ 140 lbs.	Cars and Passengers	Per Car (Tons)	Per Passenger (Lbs.)	
ations of Oct. 5, 1910.														
to 4.30 P. M.	9,329	1.0%	414	13,832	27,182	23	67%	34%	6,799	653	7,452	18.0	1,600	
" 5.00 "	13,503	1.4	450	15,046	29,641	30	90	46	7,436	946	8,382	18.6	1,240	
" 5.30 "	21,981	2.2	477	15,986	31,408	46	137	70	7,850	1,540	9,390	19.7	855	
" 6.00 "	32,236	3.3	503	16,722	32,759	64	193	99 (B)	8,117	2,260	10,377	20.6	645	
" 6.30 "	29,743	3.0	493	16,446	32,541	60	181	91	8,158	2,080	10,238	20.8	690	
" 7.00 "	11,608	1.2	382	12,744	25,164	30	91	46	6,521	813	7,334	19.2	1,264	
Total (3 hours)	118,400 (D)	12.1%	2,719	90,776	178,695	44	131%	73%	44,881	8,292	53,173	19.6	898	
ations of Composite Day of 5 days, december 19-23, 1910.														
to 4.30 P. M.	10,625	1.1	396	13,286	26,124	27	80	41	6,542	744	7,286	18.4	1,370	
" 5.00 "	14,732	1.6	446	14,880	29,294	33	99	50	7,311	1,031	8,342	18.7	1,130	
" 5.30 "	20,428	2.2	430	14,394	28,313	48	142	72	7,119	1,430	8,549	19.9	835	
" 6.00 "	26,446	2.8	412	13,910	27,392	64	190	97 (B)	7,705	1,851	9,556	23.2	723	
" 6.30 "	27,395	2.9	458	15,310	30,070	60	178	91	9,094	1,915	11,009	24.0	805	
" 7.00 "	17,918	1.9	385	12,664	24,933	47	142	72	6,736	1,254	7,990	20.7	892	
Total (3 hours)	117,544 (D)	12.4%	2,527	84,444	166,126	47	139%	71%	44,507	8,225	52,732	20.8	898	

(A) 4 sq. ft. per Standing Passenger.

(B) Difference between this and deficiency indicated in cars required for "Immediate service practicable" is caused principally by heaviest half hours not being coincident on different lines, and by maximum loading points being beyond Delivery District.

(C) Delivery District is bounded by Cherry, Locust and 17th Streets and the Delaware River. Traffic observed at Spring Garden, Pine and 17th Streets.

(D) Race, Beach & Callowhill lines omitted.



# RUSH HOUR PROBLEM

#### APPROXIMATE VARIATION OF AFTERNOON TRAFFIC AND SERVICE OF ENTIRE SYSTEM (A)

For Composite Day of Riding Count  
(Aug. 22 to Sept. 22, 1910.)

### Trips Leaving Terminals

				TRAFFIC		SERVICE OPERATED						
		Passengers Carried	Ratio to Total	Cars on Street	Car Round Trips	Average Round Trip (Miles)	Passenger Mileage (By Count)	Car Mileage	Seat Mileage			
		Heavy Light Direction	First Half Hour	Length of Street	Round Trips	Round Trip						
Composite Day of Riding Count Aug. 22 to Sept. 22, 1910.)												
Leaving Terminals												
12.00 to 12.30 P. M.	13,781	12,023	25,804	100%	1.9%	1,241	399	14,268	12.5	59,706	4,988	178,413
12.30 "	1.00	13,123	27,257	106	2.0	1,260	401	14,542	12.6	63,757	5,046	182,881
1.00 "	1.30	14,672	29,834	115	2.2	1,291	408	16,251	12.6	69,105	5,123	204,063
1.30 "	2.00	15,073	31,022	120	2.3	1,334	409	16,282	12.6	72,559	5,157	205,315
2.00 "	2.30	14,520	31,819	123	2.3	1,397	424	16,863	12.6	74,755	5,308	211,118
2.30 "	3.00	14,333	29,969	116	2.2	1,452	430	17,135	12.6	70,486	5,417	215,856
3.00 "	3.30	13,229	29,589	115	2.2	1,515	453	18,306	12.6	69,732	5,680	229,540
3.30 "	4.00	14,632	31,343	121	2.3	1,575	474	19,102	12.6	73,826	5,949	239,726
4.00 "	4.30	17,526	39,965	155	3.0	1,637	508	20,559	12.6	93,934	6,401	259,045
4.30 "	5.00	24,198	59,136	229	4.4	1,688	537	21,625	12.7	139,089	6,838	275,383
5.00 "	5.30	29,347	71,940	278	5.3	1,720	549	22,037	12.7	166,336	6,931	278,133
5.30 "	6.00	28,328	71,850	278	5.3	1,712	534	21,915	12.7	160,860	6,829	270,235
6.00 "	6.30	21,047	53,721	208	4.0	1,644	473	19,242	12.7	122,643	6,010	244,472
6.30 "	7.00	15,650	35,035	136	2.6	1,511	393	16,035	12.7	80,502	5,049	206,233
Total	320,583	247,701	568,284	42.0%	1.498	6,392	254,162	12.6	1,317,290	80,726	3,200,413	
LOAD												
		Passengers (on 140 lbs.)	Ton Miles	Empty Cars	Total	Kilowatt Hours (Generated Average Day of September, 1910)						
12.00 to 12.30 P. M.	4,180	69,965	74,145	15,567								
12.30 "	1.00	70,438	74,901	15,645								
1.00 "	1.30	71,349	76,086	16,100								
1.30 "	2.00	72,088	77,167	16,690								
2.00 "	2.30	74,269	79,502	17,489								
2.30 "	3.00	76,617	81,551	18,065								
3.00 "	3.30	78,563	83,444	18,795								
3.30 "	4.00	83,220	88,388	19,060								
4.00 "	4.30	90,742	97,317	19,892								
4.30 "	5.00	97,243	106,979	21,135								
5.00 "	5.30	96,249	107,893	22,482								
5.30 "	6.00	93,905	105,165	22,764								
6.00 "	6.30	82,373	90,958	20,835								
6.30 "	7.00	69,373	75,008	18,860								
Total	92,210	1,126,294	1,218,504	263,382								

(A) Compiled from Company's trip sheets.



RUSH HOUR PROBLEM

APPROXIMATE VARIATION OF AFTERNOON TRAFFIC AND SERVICE OF ENTIRE SYSTEM (A)

IN RATIOS TO FIRST HALF HOUR

	Cars on Street	Car Round Trips	SERVICE		Car Mileage	Seat Mileage	Passengers (@ 140 lbs. Cars)	LOAD—TON MILES		K. W. Hrs. Distributed
			Seat Round Trips	Passenger Mileage By Count				Empty Cars	Total	
For Composite Day of Riding Count (Aug. 29 to Sept. 22, 1910.)										
Number of Units of First Half Hour .....	(1,241)	(399)	(14,268)	(59,706)	(4,988)	(178,413)	(4,180)	(69,965)	(74,145)	(15,567)
Trips leaving Terminals										
12.00 to 12.30 P. M.....	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
12.30 " 1.00 " .....	102	101	102	107	101	102	107	101	101	101
1.00 " 1.30 " .....	104	102	114	116	102	114	116	102	103	103
1.30 " 2.00 " .....	107	103	115	122	103	115	122	103	104	107
2.00 " 2.30 " .....	113	106	118	125	106	118	125	106	107	112
2.30 " 3.00 " .....	117	109	121	118	109	121	118	109	110	116
3.00 " 3.30 " .....	122	113	129	117	113	129	117	113	114	121
3.30 " 4.00 " .....	127	119	134	124	119	134	124	119	120	123
4.00 " 4.30 " .....	132	128	145	157	128	145	157	128	131	128
4.30 " 5.00 " .....	136	137	152	233	137	152	233	137	144	135
5.00 " 5.30 " .....	139	138	155	278	138	155	278	138	146	144
5.30 " 6.00 " .....	138	134	152	270	134	152	270	134	142	146
6.00 " 6.30 " .....	132	119	136	206	119	136	206	119	123	134
6.30 " 7.00 " .....	122	100	113	135	100	113	135	100	101	121

(A) Compiled from Company's Trip Sheets.

# RUSH HOUR PROBLEM

## SUMMARY OF DEAD CAR-MILEAGE OPERATED

AS PER SCHEDULE OF JUNE 30, 1910

BARNs	BASE SCHEDULE CARS					MORNING TRIPPERS					EVENING TRIPPERS					Total Dead Mileage per Day
	Number of Cars	Dead Car-Mileage per Day A to B both Ways	B to C	F to B	Total	Number of Cars	Dead Car-Mileage per Day A to B both Ways	B to C	E to B	Total	Number of Cars	Dead Car-Mileage per Day A to B both Ways	B to D	F to B	Total	
NORTHEASTERN																
Amber Street .....	56	41	80	101	222	29	14	12	107	133	35	14	114	24	152	507
Frankford & Bridge .....	97	9	32	31	72	12	0	0	76	76	32	0	203	0	203	351
Lehigh & Hancock .....	32	22	243	248	513	0	0	0	0	0	48	0	0	687	687	1,200
Richmond & Allegheny .....	75	0	124	54	178	25	0	55	32	87	38	0	31	24	55	320
2nd & Wyoming .....	61	0	319	239	558	9	0	12	50	62	22	0	114	63	177	797
NORTH CENTRAL																
15th & Cumberland .....	88	29	198	194	421	46	12	64	167	243	46	12	158	64	234	898
11th & Colona .....	44	15	47	53	115	0	0	0	0	0	17	0	68	22	90	205
NORTHWESTERN																
26th & Allegheny .....	63	88	49	40	177	27	24	19	129	172	32	28	159	24	211	560
32nd & Dauphin .....	114	25	102	102	229	87	12	104	326	442	112	19	438	114	571	1,242
27th & Girard .....	32	22	7	8	37	8	4	2	20	26	9	4	29	3	36	99
SOUTHERN																
16th & Jackson .....	105	119	49	81	249	31	26	9	85	120	49	37	157	33	227	596
WEST PHILADELPHIA																
41st & Haverford .....	59	35	188	192	415	3	4	7	8	19	3	4	8	6	18	452
43rd & Lancaster .....	62	78	90	94	262	21	18	32	69	119	40	54	120	59	233	614
Belmont & Thompson .....	72	69	49	96	214	21	33	22	87	142	31	47	133	6	186	542
49th & Woodland .....	123	58	282	280	620	58	15	153	220	388	69	15	251	161	427	1,435
SUBURBAN																
Folsom .....	14	37	93	93	223	0	0	0	0	0	0	0	0	0	0	223
Pelham .....	64	23	134	128	285	20	0	38	154	192	5	0	41	0	41	518
Willow Grove (X) .....	65	1	26	26	53	0	0	0	0	0	0	0	0	0	0	53
Total All Barns .....	1,226	671	2,112	2,060	4,843	397	162	529	1,530	2,921	588	234	2,024	1,290	3,548	10,612

A—Barn.

B—Point on line, nearest to barn.

C—Beginning of Useful Run in A. M.

D—Beginning of Useful Run in P. M.

E—End of Useful Run in A. M.

F—End of Useful Run in P. M.

(X) On the Glenside line the number of P. M. rush-hour cars was observed several days to be 32 instead of 64. The number reported

(64) apparently does not apply to every week day, but covers service as required to Willow Grove Park. In statements comparing present with recommended service 32 evening rush-hour cars are shown for the Glenside line. This makes the total evening rush-hour cars on the surface system (summer schedule) 1,782 and the ratio to number of base schedule cars 145% instead of 148%.

## · ROUTING

## HISTORY OF PRESENT LINES

LINE No.	NAME	DESCRIPTION	HORSE CAR OR ORIGINAL ELECTRIC ROUTE	PRESENT ROUTE		
LINES ACQUIRED BY THE PHILADELPHIA TRACTION CO.						
1	12 & 16	From 12th & Columbia to 12th, to Dickinson, to 16th, to Wharton, to 17th, to Carpenter, to 16th, to Columbia, to Depot.	Charter Route	Empire Passenger Ry. Co. Prior to 1890	Extended on north End from Columbia to Huntingdon; extended on south End from Dickinson to Porter.	1910
2	19 & 20	From 20th & Wharton, on 20th to Chestnut, to Front, to Walnut, to 19th, to Wharton, to 20th.	Union Passenger Ry. Co.	Prior to 1890	Extended on south End from Wharton to McKean.	1903
3	17 & 18	From 18th & Reed, on 18th, to Filbert, to 12th, to Walnut, to 17th, to Reed, to 18th.	Union Passenger Ry. Co.	Prior to 1890	Extended on south End from Reed to Shunk. Route on Market to Ferries instead of Filbert & Walnut to 12th.	1907
4	Richmond, 7 & 9	From Norris to Thompson, to Marlborough, to Belgrade, to Frankford Road, to Master, to Franklin St., to Thompson, to 7th, to Oxford, to 4th, to Norris, to Memphis, to York, to Thompson, to Depot.	Charter Route	Union Passenger Ry. Co. Prior to 1890	Entirely new route running from Lehigh & Memphis to 23rd & Snyder on 6th & 9th.	1905
8	Federal & Wharton	From 20th & Wharton, on 20th to Ellsworth, to 23rd, to Christian, to 7th, to Federal, to Front, to Wharton, to 9th, to Ellsworth, to 19th, to Wharton, to 20th.	Union Passenger Ry. Co.	Prior to 1890	West End extended to 27th. Changed to run east on Wharton and west on Federal to 9th, thence west on Ellsworth.	1898
33	Cambria, 7 & 9	From Broad & Cambria, east on Cambria to 12th, to Huntingdon, to 9th, to Dauphin, to Franklin, to Race, to 7th, to Market, to Delaware. West on Market to 9th, to Spring Garden, to 7th, to Lehigh, to 9th, to Cambria, to Broad.	Union Passenger Ry. Co.	Prior to 1890	North end looped via Somerset, Glenwood & Cambria. Delivery end changed from Market to Arch Street.	1910
35	McKean, 7 & 9	From 7th & McKean Sts., on McKean to 9th, to Spring Garden, to 7th, to Columbia Ave., to Franklin, to Race, to 7th, to McKean.	Charter Route	Union Passenger Ry. Co. Prior to 1890	South end extended from McKean to Wolf. North end routed on Arch to 20th & 23rd to Strawberry Mansion instead of to 7th & Columbia via Franklin & 7th.	1900
36	Columbia	From the Park and Columbia Ave., on Columbia Ave. to Franklin, to Race, to 7th, to Market, to Front, to 9th, to Spring Garden, to 7th, to Columbia Ave., to Fairmount Park.	Charter Route	Union Passenger Ry. Co. Prior to 1890	(Changed from cable to electric in 1896.)	1890
37	Fairmount	From 29th & Poplar, on 29th to Brown, to 23rd, to Wallace, to Franklin, to Race, to 7th, to Passunk Ave., to Ellsworth, to Broad, to Washington Ave., to Broad, to Christian, to 9th, to Spring Garden, to 23rd, to Brown, to 29th, to Poplar.	Charter Route	Union Passenger Ry. Co. Prior to 1890	North end extended from 29th & Poplar to 32nd & York via 29th, and 31st & 32nd. Routed to Front & Arch instead of to Broad & Ellsworth	1896
39	Morris & Tasker	From 23rd & Green, south on 25th, to Hamilton, to 22nd, to Morris, to Water, to Tasker, to 23rd, to Green.	Union Passenger Ry. Co.	Prior to 1890	Extended on north end to Strawberry Mansion via 25th & 26th, 29th, 31st & 32nd.	1903
77	Jefferson & Master	On Hancock from Lehigh, to Columbia, to Franklin, to Master, to 27th, to Poplar, to 29th, to Poplar, to 27th, to Jefferson, to Franklin, to Thompson, to Front, to Columbia Ave., to Howard, to Lehigh, to Depot.	Union Passenger Ry. Co.	Prior to 1890	Extended on east end from Hancock & Lehigh to Richmond & Allegheny.	1904
7	Catharine & Bainbridge	From Front & Catharine Sts., on Catharine to Gray's Ferry Road, to Christian, to Schuylkill Ave., to Bainbridge, to Front, to Catharine.	Charter Route	Catharine & Bainbridge Streets Ry. Co. 1891	(Changed from horse to electric in 1892.)	1891



## HISTORY OF PRESENT LINES (Continued)

No.	LINE	NAME	HORSE CAR OR ORIGINAL ELECTRIC ROUTE		Year of Estab-lishment	PRESENT ROUTE	Date of Estab-lishment	
			Description	When Acquired Operated by				
9	Chestnut		From 42nd & Chestnut St., on Chestnut to Front, to Walnut, to 22nd, to Chestnut, to 42nd.	Charter Route	Philadelphia City Passenger Ry. Co.	Prior to 1890	Extended on west end from 42d & Chestnut via 42d and Chester Ave. to 65th and Kingsessing.	1909
18	Lancaster-Haddington		From Belmont Ave. & Elm Ave. on Belmont to Lancaster, to 33rd, to Chestnut, to Front, to Walnut, to 22nd, to Chestnut, to 33rd, to Lancaster, to Belmont, to Elm.	Charter Route	Philadelphia City Passenger Ry. Co.	Prior to 1890	West end changed from Belmont to Girard, extending west to 63d. Changed from Chestnut and Walnut Sts. to Market.	1908
19	Baring		From 40th & Elm, south on 40th to Fairmount to 36th, to Baring, to 33rd, to Lancaster, to Market, to Delaware, West on Market to Lancaster to 33rd, to Baring, to 37th, to Fairmount, to 40th, to Ogden, to 41st, to Elm, to 40th.				North end extended to 44 & Elm.	1904
12	Darby		From 49th & Woodland Ave. to Darby and return by way of same route.	Charter Route	Philadelphia & Darby Ry. Co.	Prior to 1890	Extended from 49th & Woodland, east via Woodland and Chestnut & Walnut Sts. to Front St.	1896
14	Gray's Ferry		From Gray's Ferry bridge on Gray's Ferry Road to Christian, to 22nd, to Spruce, to Third, to Dock, to 2nd, to Pine, to 23rd, to Gray's Ferry Road, to bridge.	Charter Route	Philadelphia & Gray's Ferry Passenger Ry. Co.	Prior to 1890	Extended on west end from Gray's Ferry Bridge to Darby via Woodland Ave.	1901
23	Haddington-Haverford		From 67th & Haverford Ave., on Haverford Ave. to 65th, to Vine, to Haverford Ave., to 41st, to Market, to Front, to Market, to 41st, to Haverford Ave., to 67th.	Charter Route	West Philadelphia Passenger Ry. Co.	Prior to 1890	Extended on west end from 67th & Haverford to 70th & Lansdowne.	1904
24	63 & Vine		From 41st & Market, on Market to 63rd, to Vine, return from 63rd & Vine on 63rd, to Market, to 41st.	Charter Route	West Philadelphia Passenger Ry. Co.	Prior to 1890	Extended on west end from 63d & Vine to 70th & Lansdowne. Extended east on Market to Ferries.	1904
25	West Spruce		From 60th & Spruce east, on Spruce to 45th, to Chestnut, to 10th, to Walnut, to 22nd, to Chestnut, to 45th, to Spruce, to 60th.		West Philadelphia Passenger Ry. Co.	1892	Unchanged	1904
38	Manayunk		From 2nd & Arch, to 9th, to Ridge Ave., to Manayunk, return via Ridge Ave., to 10th, to Arch, to 2nd.	Charter Route	Ridge Avenue Passenger Ry. Co.	Prior to 1890	Extended northward from Green Lane (Manayunk) to Leverington Ave.	1909
44	Ridge		From Ridge Ave. & 33rd Sts. on Ridge Ave. to 10th, to Arch, to 9th, to Ridge, to Depot.	Charter Route	Ridge Avenue Passenger Ry. Co.	Prior to 1890	North end routed to 26th & Allegheny instead of 33d & Ridge. Extended on Arch, 9th to Front.	1907
45	Continental Depot	}	From 20th & Montgomery Ave. on Montgomery Ave. to 22nd, to Susquehanna, to 21st, to Montgomery, to 20th, to Ridge, to South College Ave., to 20th, to Filbert, to 7th, to Jayne, to 6th, to Sansom, to 18th, to Francis, to Perkiomen, to Vineyard, to Ridge, to 18th, to Montgomery, to 20th.	Charter Route	Ridge Avenue Passenger Ry. Co.	Prior to 1890	Formerly run as one line from Susquehanna, on 18th & 20th to 7th on Filbert & Sansom.	1896
46	Continental-Nicetown			Charter Route	Ridge Avenue Passenger Ry. Co.	Prior to 1890	Changed to run (No. 46) via Arch & Walnut and 18th & 20th to Hunting Park and Old York Road (No. 45) via Arch & Walnut, 18th & 20th and York & Dauphin to Strawberry Mansion.	1906
47	Cumberland		From Broad St. & Germantown Ave., on Broad, to Glenwood, to 15th, to Locust, to 13th, to Cumberland, to 15th, to Glenwood, to Broad, to Germantown Ave.	Charter Route	13th & 15th Sts. Passenger Ry. Co.	Prior to 1890	Changed to run single track on 13th & 15th to Erie instead of double track on 15th & Broad north of Cumberland. Extended on south from Locust to Shunk.	1909
48	13 & 15		From 13th & Jackson, on 13th, to Columbia, to Ridge, to Jefferson, to 15th, to Mifflin, to Broad, to Jackson, to 13th	Charter Route	13th & 15th Sts. Passenger Ry. Co.	Prior to 1890	Extended north to Erie Ave South end extended to League Island on Broad St	1904

# ROUTING

## HISTORY OF PRESENT LINES (Continued)

No.	LINE	NAME	HORSE CAR OR ORIGINAL ELECTRIC ROUTE			PRESENT ROUTE		
			Description	When Acquired Operated by	Year of Estab- lishment	Principal Changes from Regular Route	Date of Estab- lishment	
50	17 & 19	}	From 17th & Berks Sts., on 17th, to Ridge, to Francis, to 17th, to Chestnut, to 4th, to Walnut, to -18th, to Sansom, to 19th, to Norris, to 17th, to Depot.	Charter Route	17th & 19th Streets Passenger Ry. Co.	Prior to 1890	North end extended from Norris to Hunting Park Ave. Delivery district end extended east from 4th to Front.	1904
51	17 & 19 Short Line			Charter Route	17th & 19th Streets Passenger Ry. Co.	Prior to 1890		1904

## LINES ESTABLISHED BY THE PHILADELPHIA TRACTION CO.

43	York & Dauphin	From Norris & Thompson Sts. on Norris, to 4th, to York, to 27th, to Dauphin, to 33rd, to Dauphin, to 27th, to York, to 20th, to Dauphin, to Franklin, to Susquehanna, to Coral, to York, to Memphis, to Norris, to Thompson.	Philadelphia Traction Co.	1892	East end looped on Norris, Richmond & Susquehanna instead of turnback at Thompson & Norris. West end changed to run single track on York & Dauphin instead of double track on York.	1906
49	Wayne	From 15th & Locust, on 15th, to Glenwood, to Broad, to Erie, to Pulaski, to 18th, to Clarissa, to Wayne, to Johnson. South on Wayne to Clarissa, to 18th, to Pulaski, to Erie, to Broad, to Glenwood, to 13th, to Locust, to 15th.	Philadelphia Traction Co.	Prior to 1890	Changed to run single track north on 13th and south on 15th from Erie to Glenwood. South end extended from Locust to Jackson. North end extended from Johnson to Carpenter.	1904

## LINES ACQUIRED BY THE ELECTRIC TRACTION CO.

5	Passyunk	From Schuylkill River east on Passyunk to Snyder, to 12th, to Dickinson, to 8th, to Christian, to 5th, to Lombard, to Front, to South, to Passyunk, to Juniper, to Snyder, to Passyunk, to Schuylkill River.	Lombard & South St. Passenger Ry. Co.	Prior to 1890	Extended into delivery district at 3d & Dock Sts.	1901
6	Point Breeze	From 20th & Wharton, on Wharton to 21st, to Long Lane, to 28th, to Passyunk, to Schuylkill River, to Passyunk, to 28th, to Long Lane, to Morris, to Otsego, to Tasker, to 20th, to Wharton.	Lombard & South St. Passenger Ry. Co.	Prior to 1890	North end shortened to Long Lane and Tasker, from 20th & Wharton.	1898
13	Baltimore	From 25th & South Sts., to 38th & Spruce, to Hutton, via 38th, to Lancaster, to 40th, to Baltimore, to Spruce, to Depot.	Lombard & South St. Passenger Ry. Co.	Prior to 1890	Entirely new route running from 63d & Baltimore to Front & Chestnut via Baltimore, Woodland, Chestnut & Walnut Sts.	1896
21	Lombard & South	From 25th & Lombard Sts., to Front, to Dock, to Front, to South, to Spruce, to 38th, to Hutton, to Lancaster, to 40th, to Spruce, to Depot.	Charter Route Lombard & South St. Passenger Ry. Co.	Prior to 1890	Extended on west end to 44th & Elm from 40th & Lancaster. East end terminated at Front & Lombard instead of Front & Dock.	1897
31	Zoo	From 33rd & Spruce Sts., on 33rd to Eadline Ave., to 35th, to Zoological Garden, return by way of 35th & 36th Sts., Walnut and 38th Sts., to Spruce, to Depot, 25th & South.	Lombard & South St. Passenger Ry. Co.	Prior to 1890	Runs north only to Wallace instead of Zoological Garden. South end terminated at 33d & Spruce instead of 25th & South.	1899
32	10 & 11	From 12th & Susquehanna Ave., on Susquehanna Ave., to 11th, to Diamond, to 10th, to Mifflin, to 12th, to Wharton, to 11th, to Colona, to Depot.	Charter Route Citizens' Passenger Ry. Co.	Prior to 1890	Extended on north end from Susquehanna to 8th & Allegheny. Extended on south end from Wharton to Rimer.	1910
54	Fox Chase (Originally Franklinville)	From Lehigh Ave. on 5th, to Rising Sun Lane, to 6th, to Lehigh.	Charter Route Frankford & Southwark Philadelphia City Passenger Ry. Co.	Prior to 1890	Extended northward to Fox Chase via 2nd St. Pike. Extended south to Porter St.	1900
72	Frankford Berks, 5 & 6	From Kensington Ave. & Cumberland St., on Kensington, to Frankford, to Arrott; return over same route to Kensington, to Front, to Berks, to 6th, to Jackson, to 5th, to Rising Sun Lane.	Charter Route Frankford & Southwark Philadelphia City Passenger Ry. Co.	Prior to 1890	North end extended to Bridge St. South end extended to Porter.	1904



## HISTORY OF PRESENT LINES (Continued)

No.	LINE	NAME	Description	HORSE CAR OR ORIGINAL ELECTRIC ROUTE		When Acquired Operated by	Year of Estab- lishment	PRESENT ROUTE		Date of Estab- lishment
				Charter Route	Principal Changes from Original Route					
73	Frankford Lehigh, 5 & 6		From Kensington Ave. & Cumberland, on Kensington to Frankford, to Arrott; return same route to starting point, thence to Front, to Lehigh, to 6th, to Jackson, to 5th, to Rising Sun Lane.	Charter Route	Frankford & Southwark Philadelphia City Passenger Ry. Co.	Prior to 1890		North end extended to Bridge. South end extended to Porter.	1904	
68	Lehigh		From 2nd & Lehigh Ave. on Lehigh to Broad; return same route.	Charter Route	Lehigh Avenue Ry. Co.	Prior to 1890		Extended on west end from Broad to Ridge. Extended on east end from 2d & Lehigh to Richmond via Huntingdon & Cumberland.	1896	
71	Frankford, 2 & 3		From Harrison St., Frankford, to Frankford Ave., to Jefferson, to 2nd, to Mifflin, to 3rd, to Germantown Ave., to Oxford, to Front, to Amber, to Depot, along Frankford Ave. to Bristol Turnpike, to Mill Street, to Paul, to Frankford Road, to starting point.	Charter Route	2nd & 3rd Sts. Passenger Ry. Co.	Prior to 1890		North end extended to Bridge St., Frankford. South end extended to Ritner.	1905	
78	Bridesburg		From Bridge St. to Richmond St., to Frankford Ave., to Laurel, to Delaware Ave., to Fairmount, to 2nd, to Dock, to 3rd, to Brown, to Beach, to Laurel, to Frankford Ave., to Girard, to Norris, to Richmond, to Depot. Branch Line—From Richmond St. & Frankford Ave., to Richmond, to Front, to Laurel, to New Market, to Vine, to Front, to Chestnut.	Charter Route	2nd & 3rd Sts. Passenger Ry. Co.	Prior to 1890		Changed to run south on Girard and north on Richmond from Front to Norris.	1898	
LINES ESTABLISHED BY THE ELECTRIC TRACTION CO.										
67	Berks & Montgomery		From Frankford Ave. Barn to Huntingdon, to 6th, to Berks, to 10th, to South, to 11th, to Montgomery, to Marshall, to Berks, to Front, to Kensington Ave., to Cumberland, to Amber, to Depot.		Electric Traction Co.	1895		Changed to run double track on Berks instead of single on Berks & Huntingdon. (Changed since June 30, 1910, to loop at Market instead of South St.)	1910	
69	Tioga & Dock		From 2nd, to Tioga, south on 2nd to Dock, to 3rd, to Germantown, to Oxford, to 3rd, to Dauphin, to Front, to Tioga, to 2nd.		Electric Traction Co.	1895		Unchanged	1896	
55	Fox Chase & Powell		From Fox Chase on 2nd St. Pike, to Wyoming Ave., to 5th, to Rising Sun Lane, to 6th, to Powell, to 5th, to Wyoming Ave., to 2nd St. Pike, to Fox Chase.		Electric Traction Co.	1895		Unchanged	1902	
LINES ACQUIRED BY THE PEOPLE'S TRACTION CO.										
34	Norris & Susquehanna		From 8th & Susquehanna Ave., on Susquehanna to 22nd, to Norris, to Germantown Ave., to 4th, to Walnut, to 8th, to Susquehanna.		Germantown Passenger Ry. Co.	Prior to 1890		Loops on south end at Pine instead of Walnut. North end extended from 22d & Norris to Strawberry Mansion via York & Dauphin.	1905	
60	Pellam		From 8th & Dauphin Sts. to Germantown Ave., to Pelham Depot; return on Germantown Ave. to 4th, to Snyder, to 8th, to Depot.		Germantown Passenger Ry. Co.	Prior to 1890		South end shortened from Snyder to Pine.	1904	
20	Girard-Belmont		44th & Elm Ave. to Girard Ave., to Palmer, to Allen, to Shackamaxon, to Girard, to Elm, to 44th.	Charter Route	People's Passenger Ry. Co.	Prior to 1890		Extended on east end from Palmer to Norris.	1897	
40	Callowhill		From Callowhill and Schuylkill River, to Front, to Vine, to York Ave., to Callowhill, to Depot.	Charter Route	People's Passenger Ry. Co.	Prior to 1890		East end extended from 4th & Vine to 3d & Dock	1900	

# ROUTING

## HISTORY OF PRESENT LINES (Continued)

LINE No.	NAME	HORSE CAR OR ORIGINAL ELECTRIC ROUTE			PRESENT ROUTE	
		Description	When Acquired Operated by	Year of Estab- lishment	Principal Changes from Original Route	Date of Estab- lishment
53	Indiana .....	From 8th & Dauphin, on Dauphin to Marshall, to York, to Fairhill, to Indiana, to 8th, to Dauphin.	Charter Route People's Passenger Ry. Co.	1892	Extended southward to Rimer via 4th & 8th. Extended northward to Rising Sun Lane via 6th & 8th, 5th & 6th and Allegheny Ave.	1906
41	Dickinson .....	From 25th & Fairmount Ave. to Green, to 4th, to Dickinson, to 8th, to Fairmount, to 25th.	Charter Route Green & Coates Streets Passenger Ry. Co.	Prior to 1890	South end extended from Dickinson to Snyder. North end extended from 25th & Fairmount to 31st & Girard.	1903
42	Beach .....	From 25th & Fairmount Ave. to Green, to Beach, to Fairmount Ave., to 25th.	Charter Route Green & Coates Streets Passenger Ry. Co.	Prior to 1890	Unchanged.	1897
58	Chestnut Hill .....	From Rex. St. (Chestnut Hill) on Germantown Ave. to 4th, to Walnut, to 8th, to Germantown Ave., to Rex St.	Charter Route People's Passenger Ry. Co.	1894	Extended from Rex St. (Chestnut Hill) north to Wheel Pump. Extended South to Rimer.	1904
59	Chestnut Hill, 2nd Section..... HESTONVILLE, MANTUA & FAIR- MOUNT PASSENGER RY. CO. SYSTEM.	From Chestnut Hill to Germantown Ave., to 4th, to Walnut, to 8th, to Germantown Ave., to Chestnut Hill.	Charter Route People's Passenger Ry. Co.	1898	Extended from Rex. St. (Chestnut Hill) north to Wheel Pump.	1898
26	Belmont .....	From 43rd & Lancaster Ave. to Haverford Ave., to 33rd, to Spring Garden Bridge, to 20th, to Arch, to 2nd, to Arch, to 21st, to Callowhill, to 25th, to Spring Garden, to Lancaster Ave., to Depot.	Charter Route	Prior to 1890	Extended on west end from 43d & Lancaster to 44th & Elm. Routed on Spring Garden, 7th & 9th and Arch to Front instead of on Arch from 20th to 2nd.	1898
27	Haddington-Hestonville .....	From 43rd & Lancaster Ave. to 52nd, to George's Hill; return by same route to 43rd & Lancaster Ave.	Charter Route	Prior to 1890	Extended on west end from 52nd & Lancaster to 63rd & Girard via Master & Lansdowne. Discontinued from 52nd & Lancaster to 52nd & Elm. Extended on east end from 43rd & Lancaster to Front & Arch via Spring Garden Bridge, 20th & 23rd & Arch.	1898
28	Overbrook .....	From 63rd & Lancaster Ave., on 63rd to Lansdowne Ave., to Lancaster, to Haverford, to 33rd, to Spring Garden, to 20th, to Arch, to Front, to Arch, to 23rd, to Callowhill, to 25th, to Spring Garden, to Lancaster, to Lansdowne Ave., to 63rd, to Lancaster Ave.		1895	Unchanged.	1895
29	Race & Vine.....	From Depot at 2562 Callowhill St. to Biddle St., to 25th, to Spring Garden, to 23rd, to Race, to 2nd, to Walnut, to Dock, to 3rd, to Vine, to 23rd, to Callowhill, to Depot.	Charter Route	Prior to 1890	Routed to 2d & Arch via Race & Arch instead of 3d & Dock via Race & Vine.	1900
LINES ESTABLISHED BY UNION TRACTION CO.						
10	Chester Avenue .....	From 65th & Kingsessing Ave., on Kingsessing Ave. to 60th, to Chester Ave., to 42nd, to Chestnut, to Front, to Walnut, to 42nd, to Chestnut, to 42nd, to Chester Ave., to 60th, to Kingsessing Ave., to 65th.		1905	Route shortened to 40th & Market instead of Front & Chestnut.	1909
15	52nd Street .....	From 49th and Woodland Ave., on 49th to Baltimore Ave., to 52nd, to Elm Ave.; return by same route.		1902	Extended east on north end from 52d & Elm to 44th & Elm.	1904
17	Island Road .....	From Island Road & Woodland Ave., on Island Road to Eastwick Ave., and return by same route.		1906	Unchanged.	1906



## HISTORY OF PRESENT LINES (Continued)

## HORSE CAR OR ORIGINAL ELECTRIC ROUTE

No.	LINE	NAME	Description	Year of Estab- lishment	PRESENT ROUTE		Date of Estab- lishment
					Principal Changes from Original Route		
56	Franklinville		From Olney, south on 2nd St. Pike to Wyoming Ave., to 5th, to Rising Sun Lane, to 6th, to Powell, to 5th, to Wyoming Ave., to 2nd St. Pike, Olney.	1896	Extended from 5th & Rising Sun Lane north to Olney via 2nd St. Pike.		1903
57	Olney Avenue		From Ridge Ave. & Midvale Ave., on Midvale Ave. to Coulter, to Wayne Ave., to Cheltenham Ave., to Chew, to Stenton, to Olney, to 5th, to Wyoming, to Fisher's Lane, to Adams Road, to Arrott, to Frankford Ave., to Orthodox, to Adams Road, to Fisher's Lane, to Wyoming Ave., to 5th, to Olney Ave., to 20th, to Thorpe's Lane, to Chew, to Cheltenham Ave., to Wayne, to Coulter, to Midvale, to Ridge.	1904	East end extended from Frankford Ave. to Richmond & Orthodox.		1905
61	Cheltenham		From Rittenhouse Lane to Pulaski Ave., to Cheltenham Ave., to Stenton Ave. Return same route.	1898	North end extended to Old York Road on Cheltenham Ave.		1909
62	Cheltenham-Willow Grove		From Rittenhouse Lane to Pulaski Ave., to Cheltenham Ave., to Old York Road, to Willow Grove, and return same route.	1899	Unchanged.		
63	Willow Grove, 4 & 8		From Willow Grove, on Old York Road to Germantown Ave., to 4th, to Walnut, to 8th, to Germantown Ave., to Old York Road, to Willow Grove.	1894	Unchanged.		
64	Willow Grove, 13 & 15		From Willow Grove, on Old York Road through Elkins Park, Ashbourne, Melrose, Oak Lane, Milestown, Branchtown, Tabor, Logan, Hunting Park to Erie Ave., to 15th, to Indiana, to Broad, to Glenwood, to 15th, to Locust, to 13th, to Cumberland, to 16th, to Glenwood, to Broad, to Clearfield, to 13th, to Erie, to York Road, to Willow Grove.	1896	Changed to run through on 13th to Erie from Cumberland.		1896
76	Girard		From Gunner's Run & Richmond St. to Girard Ave., to 54th; return by same route.	1895	Extended on west end from 54th to 63d. Extended on east end from Gunners Run to Allegheny & Richmond.		1904
11	Chester Ave. Extension		From Main St., Darby, to 10th, to Summit, to 9th, to Cedar, to Chester Ave., to 65th, to Kingsessing Ave., to 60th, to Chester Ave., to 42nd, to Market, to 40th, to Spruce, to 42nd, to Chester Ave., and to Darby by the same route.	1907	Unchanged.		1907
30	58 & 60		From 58th & Woodland Ave., on 58th to Baltimore Ave., to 60th, to Master; return by same route.	1903	Extended on north end from 60th & Master to 63d & Lansdowne.		1909
75	Torresdale		From Frankford Ave. & Margaret St., on Margaret to Torresdale Ave., to Cottman; returning by Torresdale Ave. to Margaret, to Worth, to Orthodox, to Frankford Ave., to Margaret.	1903	Unchanged.		1903
16	Elmwood		From Island Road on Elmwood to Gibson Ave., to Gray's Ave., to 49th, to Paschall Ave., to Gray's Ferry Road; return by same route.	1904	Extended on east end to 9th & Arch via Spruce & Pine and 9th & 12th.		1905
22	East		From 52nd & Jefferson, on Jefferson St. to City Line; return over same route.	1906	Extended south from 52d & Jefferson to 52d & Market		1909
74	Frankford & Girard Lane		On Frankford Ave. to Margaret St., to Cambridge, to Orthodox, to Richmond, to Bridge, to Frankford Ave.	1906	Unchanged.		1906

## HISTORY OF PRESENT LINES (Concluded)

(This statement compiled from information furnished by the Company.)

ROUTING

USE OF DELIVERY DISTRICT TRACKAGE

EVENING RUSH HOURS

ROUTES AND SCHEDULES OF JUNE 30, 1910

EAST AND WEST STREETS		MAXIMUM CARS PER HOUR:																				Rate per Hour																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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At Dela-ware Ave.	Front to 4th St.	Front to 4th	4th to 7th	7th to 8th	8th to 9th	9th to 10th	10th to 11th	11th to 12th	12th to 15th	15th to 18th	18th to 19th	19th to 20th	20th to 22nd																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

MINIMUM HEADWAY (seconds):

<i>East Bound</i>		Minimum Observed 10 Minute Period		Point		Date		Headway	
Arch St.	.....	32	32	32	29	29	46	46	46
Market St.	.....	39	39	39	56	56	56	56	82
Chestnut St.	.....	38	38	38	38	38	33	33	45
<i>West Bound</i>									
Arch St.	.....	32	30	30	30	49	49	62	62
Market St.	.....	39	39	39	39	56	41	56	82
Walnut St.	.....	38	38	35	27	29	26	26	33
<i>East Bound</i>									
Arch St.	.....	32	30	30	30	49	49	62	62
Market St.	.....	39	39	39	39	56	41	56	82
Walnut St.	.....	38	38	35	27	29	26	26	33

(A) The maximum use of Arch Street (east bound) is between 7th and 10th Streets. The Ridge Avenue and Manayunk lines which turn on at 10th, observed independently for ten minute periods, show a maximum rate of 84 cars per hour.

(B) The maximum use of Arch Street (west bound) is between 2nd and 9th Streets. The Belmont, Cambria 7 & 9, Fairmount, Manayunk and Ridge Avenue lines, which turn off at 9th, observed independently for ten minute periods, show a maximum rate, as follows:

- Belmont & Fairmount at 17th & Spring Garden, 66 cars per hour;
- Cambria 7 & 9 at 7th & Spring Garden, 30 cars per hour;
- Manayunk & Ridge Ave. at Ridge & Spring Garden, 66 cars per hour.

# ROUTING

## USE OF DELIVERY DISTRICT TRACKAGE

### EVENING RUSH HOURS

#### ROUTES AND SCHEDULES OF JUNE 30, 1910

NORTH AND SOUTH STREETS		South of Pine St.	Pine to Spruce	Spruce to Walnut	Walnut to Chestnut	Chestnut to Market	Market to Arch	Arch to North of Arch St.	Maximum Observed (A) Rate per Hour
MAXIMUM CARS PER HOUR:									
<i>North Bound</i>									
3rd St.	32	32	47	65	65	65	65	65	90
5th "	45	55	55	55	55	55	55	55	78
8th "	33	70	70	80	80	80	80	80	108
9th "	43	43	58	58	58	85	133	144	144
11th "	28	28	28	28	28	52	52	52	150
13th "	38	38	48	48	48	48	48	48	106
16th "	24	24	24	24	24	24	24	24	48
Total	243	290	330	358	358	409	457	724	
<i>South Bound</i>									
2nd St.	32	47	47	65	65	65	75	86	
4th "	33	70	70	80	80	80	80	120	
6th "	63	63	73	73	73	73	73	90	
7th "	25	25	25	55	55	82	70	102	
10th "	28	28	28	43	28	52	98	130	
12th "	24	30	39	39	39	39	24	93	
15th "	38	38	48	48	48	48	48	94	
Total	243	310	330	403	388	439	468	715	
Total North & South	486	600	660	761	746	848	925	1,439	

#### MINIMUM HEADWAY (seconds) :

<i>North Bound</i>									
3rd St.	113	113	77	55	55	55	55	40	
5th "	80	65	65	65	65	65	65	46	
8th "	109	51	51	45	45	45	45	33	
9th "	84	84	62	62	62	42	27	25	
11th "	138	128	128	128	128	69	69	24	
13th "	95	95	75	75	75	75	75	34	
16th "	150	150	150	150	150	150	150	75	
<i>South Bound</i>									
2nd St.	113	77	77	55	55	55	48	42	
4th "	109	51	51	45	45	45	45	30	
6th "	57	57	49	49	49	49	49	40	
7th "	144	144	144	66	66	44	52	35	
10th "	129	129	129	84	129	129	37	28	
12th "	150	92	92	92	92	92	150	39	
15th "	95	95	95	75	75	75	75	38	

Minimum Observed (A)  
Rate per Hour

(A) Observations for 10 minute periods at Spring Garden St. for north bound cars and at Pine St. for south bound cars.



ROUTING

USE OF DELIVERY DISTRICT TRACKAGE

BY SUGGESTED ROUTES

EVENING RUSH HOURS

SCHEDULES OF JUNE 30, 1910

EAST AND WEST STREETS																		
MAXIMUM CARS PER HOUR:																		
East Bound																		
At Delaware Ave. or Front Street	Front to 4th	4th to 5th	5th to 6th	6th to 7th	7th to 8th	8th to 9th	9th to 10th	10th to 11th	11th to Juniper	Juniper to 15th	15th to 16th	16th to 17th	17th to 18th	18th to 19th	19th to 20th	20th to 21st		
Arch St.	71	71	89	89	89	114	114	88	88	88	88	70	52	45	27	.....		
Market St.	84	102	122	122	122	122	122	95	83	95	75	75	57	37	37	85		
Chestnut St.	67	57	57	69	69	64	84	111	111	111	99	99	99	99	87	67		
Total	222	230	268	280	280	300	320	294	282	294	262	244	208	181	151	152		
West Bound																		
Arch St.	71	71	71	89	89	89	88	88	88	88	70	70	70	52	52	.....		
Market St.	84	104	122	122	122	122	122	110	83	95	75	75	55	37	37	85		
Walnut St.	67	67	57	82	52	84	84	111	111	111	111	99	99	99	79	.....		
Total	222	242	250	293	263	295	294	309	282	294	256	244	224	188	168	85		
Total East & West																		
	444	472	518	573	543	595	614	603	564	588	518	488	432	369	319	237		

MINIMUM HEADWAY (seconds) :

<i>East Bound</i>																			
Arch St.	.....	51	51	51	40	40	40	32	32	41	41	41	41	51	69	80	133	.....	.....
Market St.	.....	43	43	35	30	30	30	30	30	38	43	38	48	48	63	97	97	42	.....
Chestnut St.	.....	54	54	63	63	52	52	56	43	32	32	32	36	36	36	36	41	54	.....
<i>West Bound</i>																			
Arch St.	.....	51	51	51	51	40	40	40	41	41	41	41	51	51	51	69	69	.....	.....
Market St.	.....	43	43	35	30	30	30	30	30	33	43	38	48	48	63	97	97	42	.....
Walnut St.	.....	54	54	54	63	44	69	43	43	32	32	32	32	36	36	36	46	.....	.....

# ROUTING

## USE OF DELIVERY DISTRICT TRACKAGE

### BY SUGGESTED ROUTES

### EVENING RUSH HOURS

SCHEDULES OF JUNE 30, 1910

#### MAXIMUM CARS PER HOUR:

##### NORTH AND SOUTH STREETS

South of Pine Street  
Pine to Spruce  
Spruce to Walnut  
Walnut to Chestnut  
Chestnut to Market  
Market to Arch  
Arch to North of Arch Street

3rd St.	32	32	47	44	44	44	44
5th "	30	30	55	65	65	67	85
7th "	37	12	42	42	42	42	42
9th "	45	70	105	105	125	125	126
11th "	51	51	64	64	64	79	79
13th "	45	45	75	75	75	75	75
15th "	42	42	42	54	54	54	36

Total 282 282 400 449 469 486 487

##### South Bound

2nd St.	32	47	47	32	44	44	44
4th "	30	30	55	55	65	67	67
6th "	37	37	37	62	50	50	68
8th "	45	60	60	92	97	97	72
10th "	36	36	69	96	69	84	110
12th "	60	45	70	70	70	70	70
15th "	42	42	57	57	69	69	51

Total 282 297 395 464 464 481 482

Total North & South 564 579 795 913 933 967 969

#### MINIMUM HEADWAY (seconds):

##### North Bound

3rd St.	112	112	77	82	82	82	82
5th "	120	120	65	55	55	54	42
7th "	97	300	300	86	86	86	86
9th "	80	51	34	29	29	29	29
11th "	71	71	56	56	56	46	46
13th "	80	80	48	48	48	48	48
15th "	86	86	67	67	67	100	100

##### South Bound

2nd St.	112	77	77	112	82	82	82
4th "	120	120	65	65	55	54	54
6th "	97	97	97	58	72	72	53
8th "	80	60	60	39	37	37	50
10th "	100	100	52	38	52	43	33
12th "	60	80	51	51	51	51	51
15th "	86	86	63	63	52	52	71

## MAPS AND DIAGRAMS





TRACKS AND BUILDINGS  
(EXCEPT IN EXISTING DISTRICTS)  
OF  
PHILADELPHIA RAPID TRANSIT CO.  
JUNE 20, 1910

REPORT OF FEB. 1, 1911

FIELD ENGINEER & CIVIL ENGINEER

LEGEND

1. PROPOSED TRACKS

2. EXISTING TRACKS

3. EXISTING STATIONS

4. EXISTING BUILDINGS

5. EXISTING BRIDGES

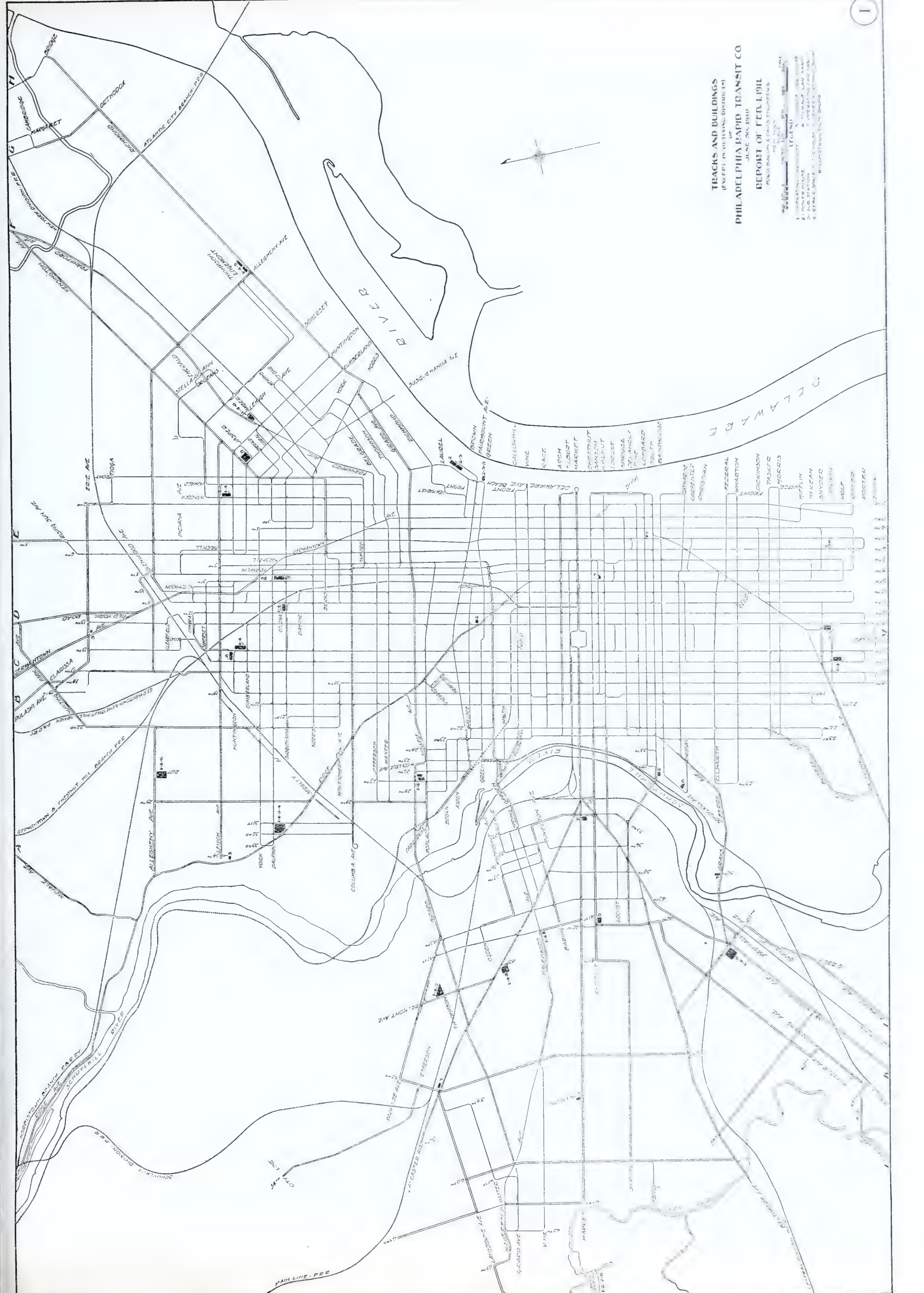
6. EXISTING TUNNELS

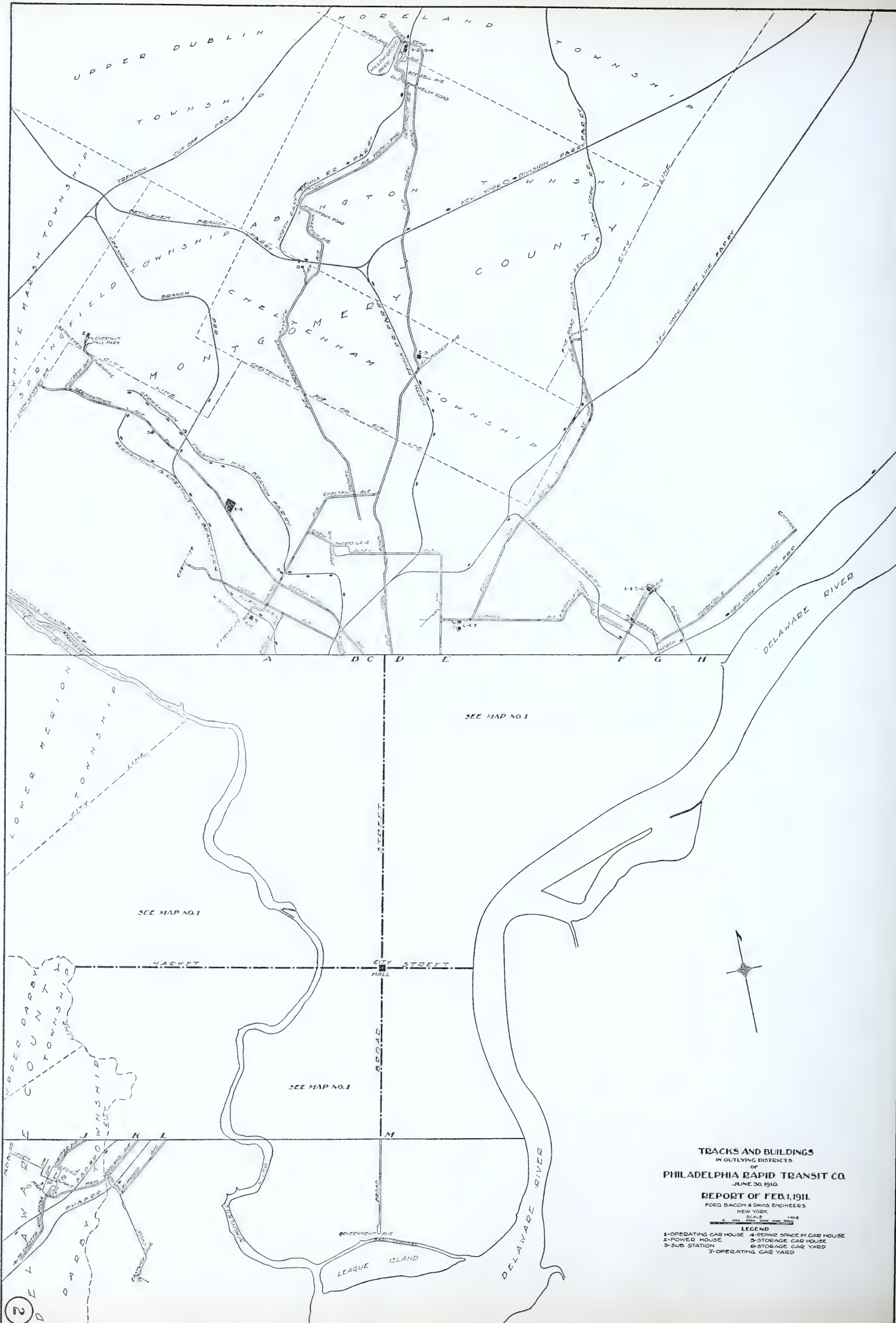
7. EXISTING CULVERTS

8. EXISTING DRAINAGE

9. EXISTING UTILITIES

10. EXISTING LANDSCAPE



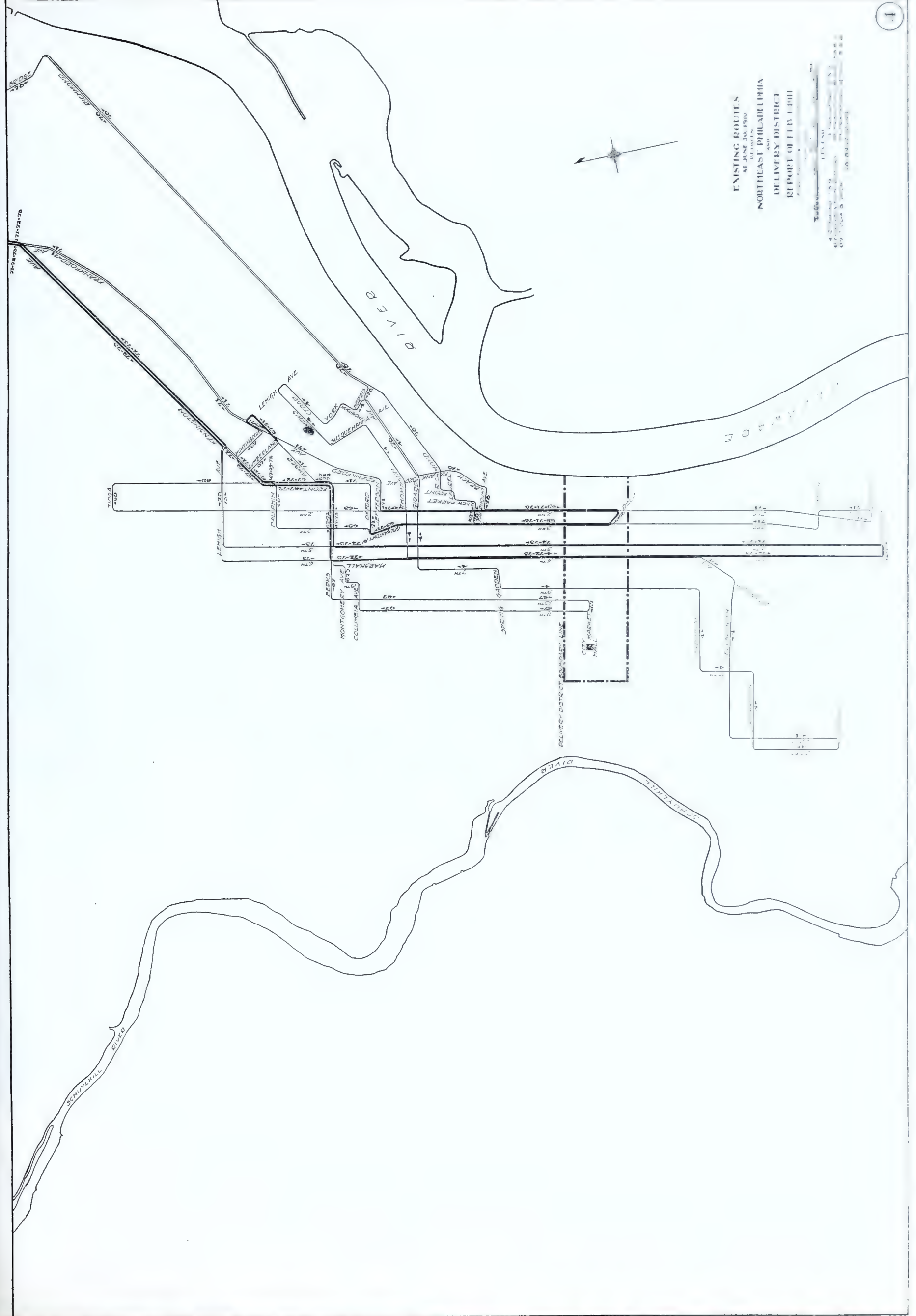


TRACKS AND BUILDINGS  
IN OUTLYING DISTRICTS  
OF  
PHILADELPHIA RAPID TRANSIT CO.  
JUNE 30, 1910.  
REPORT OF FEB. 1, 1911.  
FORD, BACON & DAVIS, ENGINEERS  
NEW YORK.  
SCALE  
1" = 1 MILE  
LEGEND  
1-OPERATING CAR HOUSE 4-REAR SPACE IN CAR HOUSE  
2-POWER HOUSE 5-STORAGE CAR HOUSE  
3-SUB STATION 6-STORAGE CAR YARD  
7-OPERATING CAR YARD



EXISTING ROUTES  
AT JUNE 30, 1910  
NORTHEAST PHILADELPHIA  
DELIVERY DISTRICT  
REPORT OF JULY 1, 1911

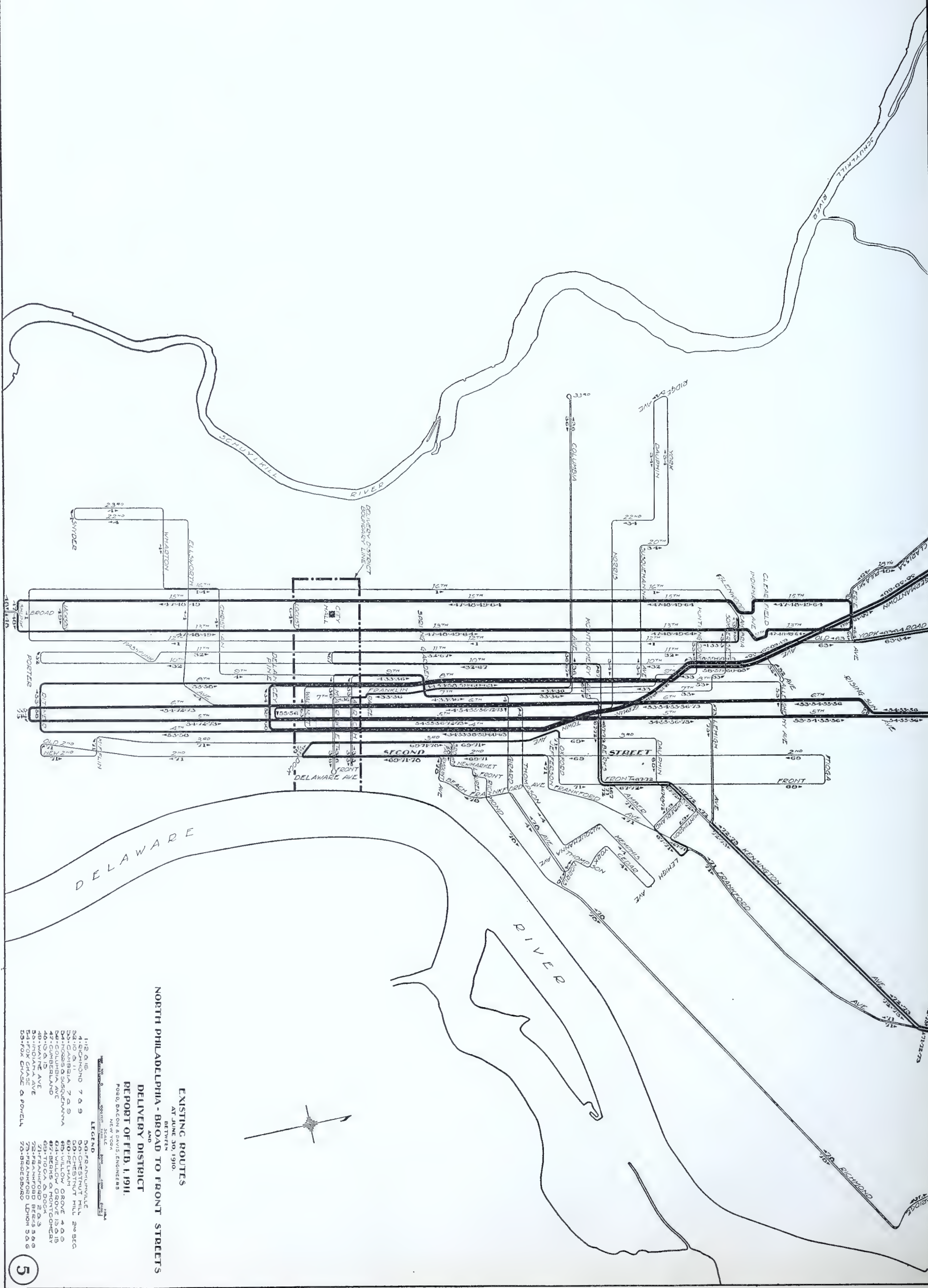
Scale 1 inch = 1 mile  
Total Length of Routes 10.00 miles  
Total Length of Routes 10.00 miles  
Total Length of Routes 10.00 miles





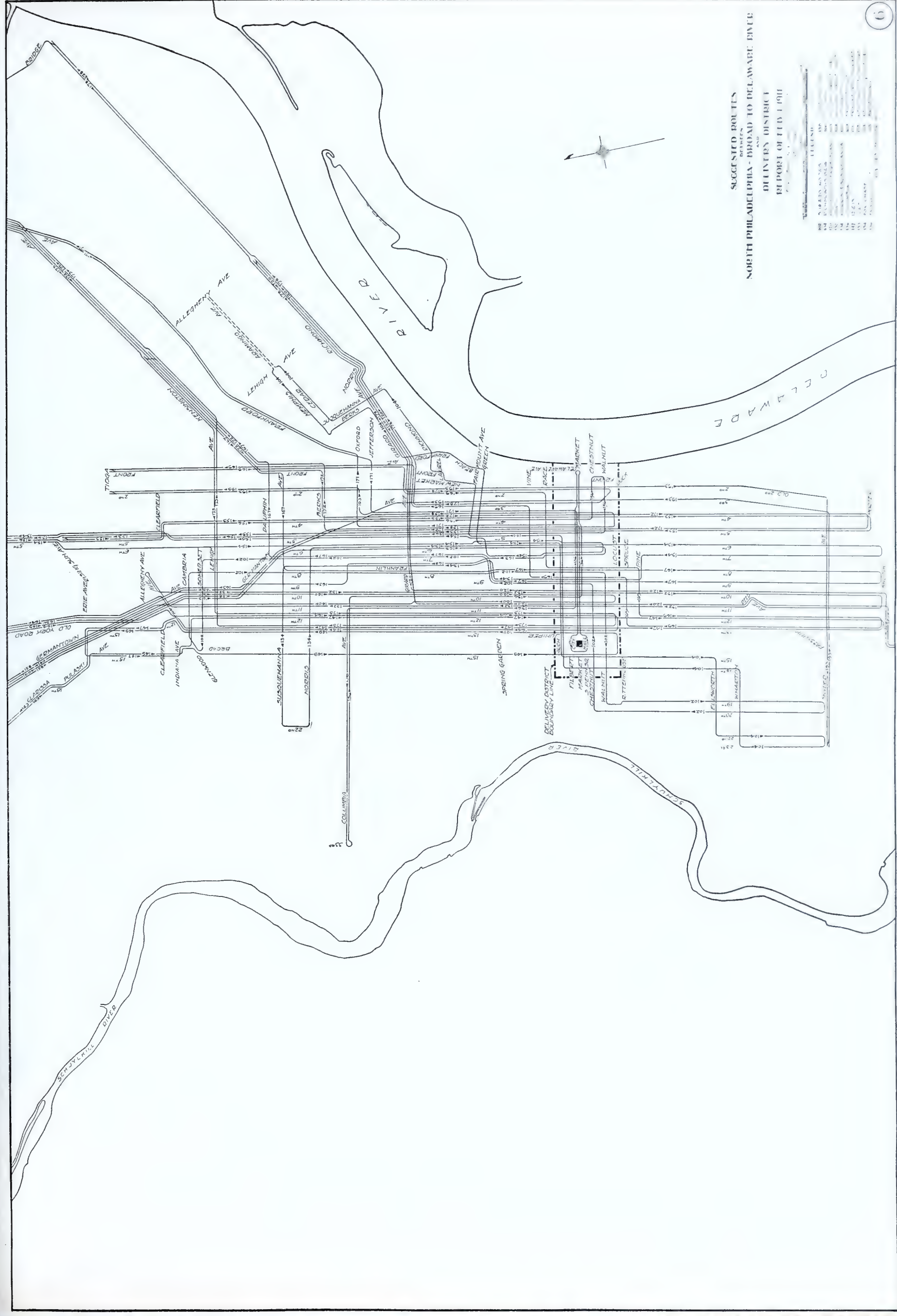






EXISTING ROUTES  
AT JUNE 30, 1910.  
NORTH PHILADELPHIA - BROAD TO FRONT STREETS  
DELIVERY DISTRICT  
REPORT OF FEB. 1, 1911.  
FORD, D'ACON & DAVIS, ENGINEERS  
NEW YORK

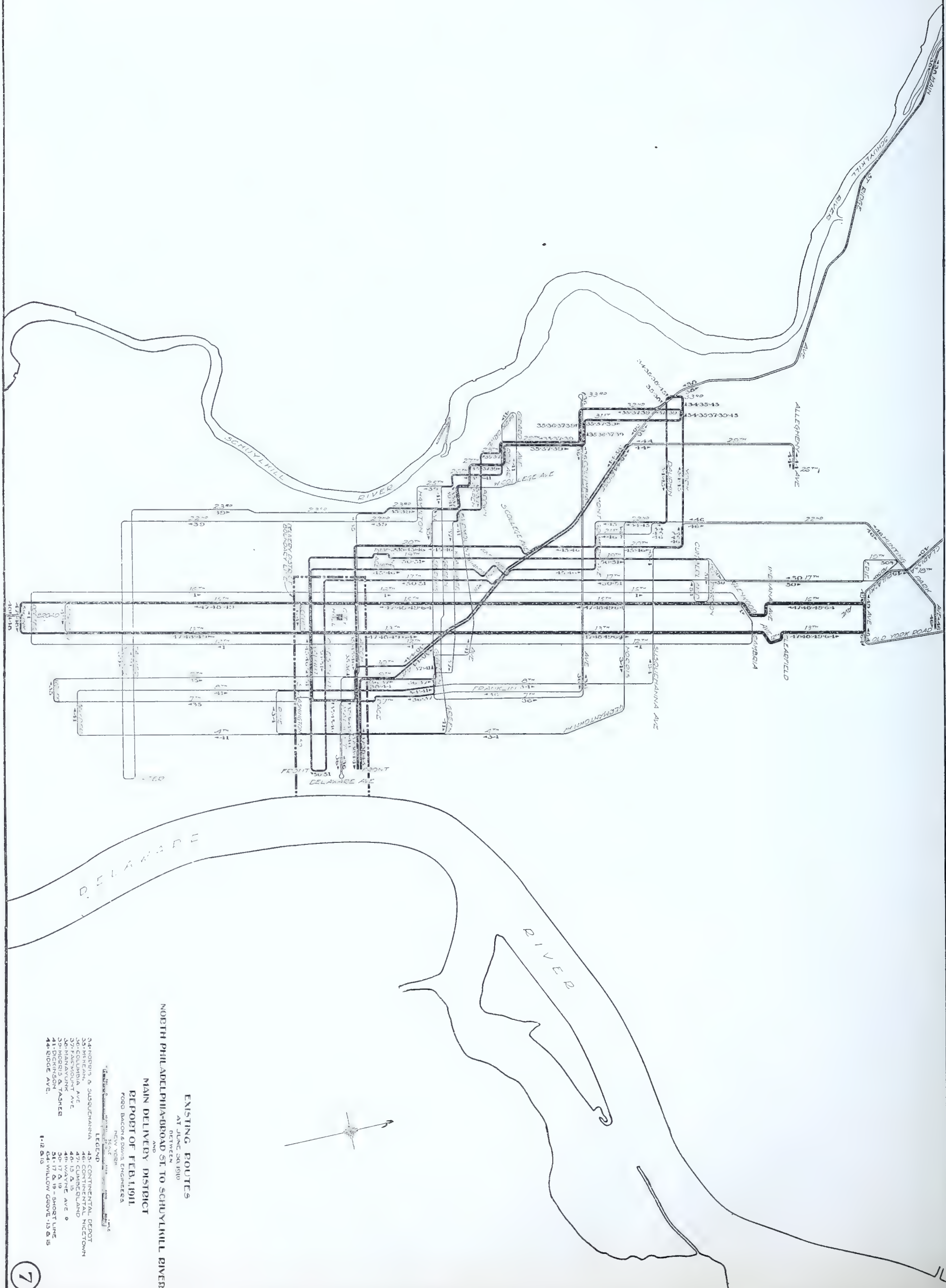
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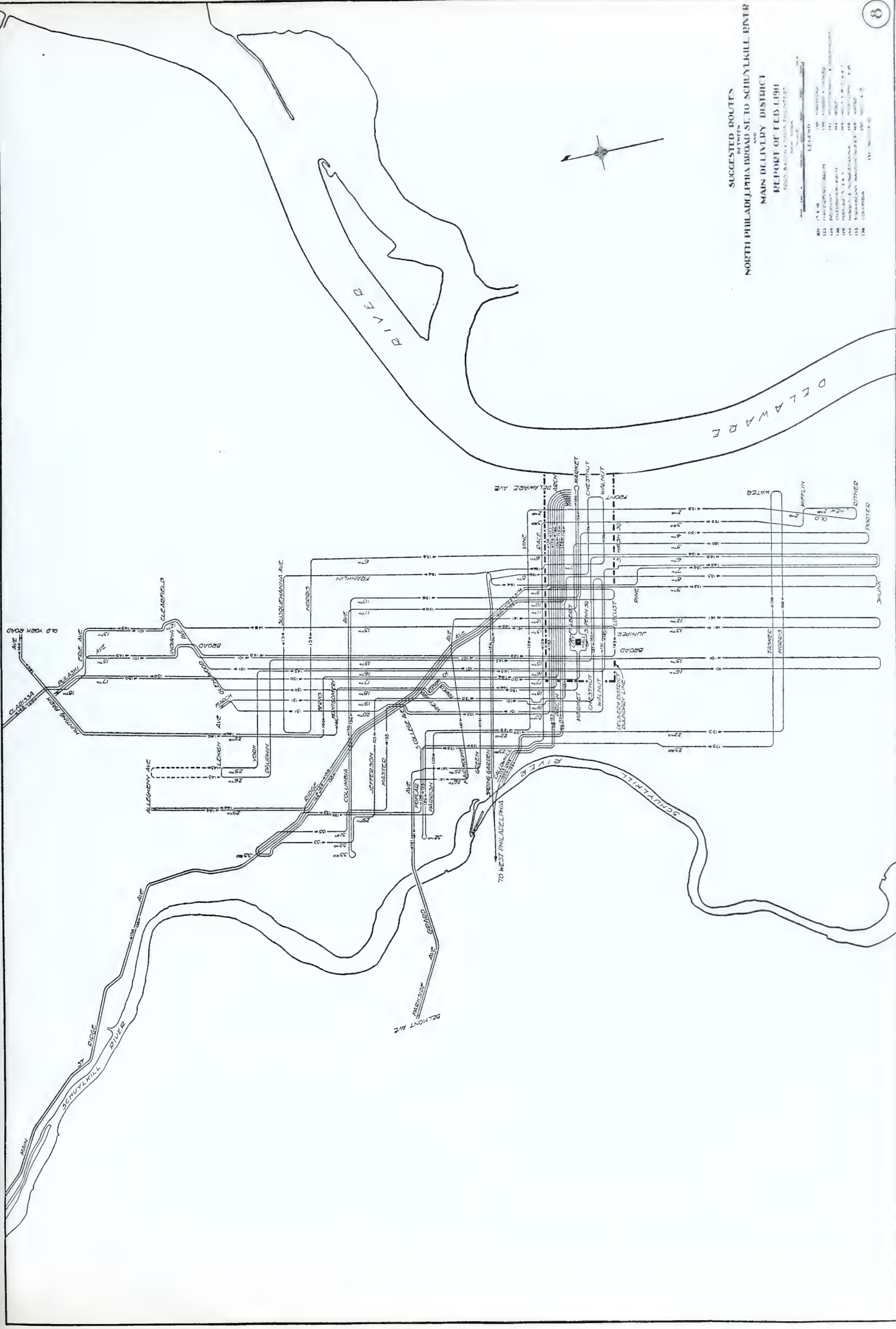




EXISTING ROUTES  
AT JUNE 30, 1910  
BETWEEN  
NORTH PHILADELPHIA-BOARD ST. TO SCHUYLKILL RIVER  
AND  
MAIN DELIVERY DISTRICT  
REPORT OF FEB. 1911

FOOD BACON & BOWS ENGINEERS  
NEW YORK

34-MORE, 35-SUBQUERMANNA  
35-MORE, 36-COLUMBIA AVE  
36-MORE, 37-CONTINENTAL DEPOT  
37-MORE, 38-CONTINENTAL DEPOT  
38-MORE, 39-CONTINENTAL DEPOT  
39-MORE, 40-CONTINENTAL DEPOT  
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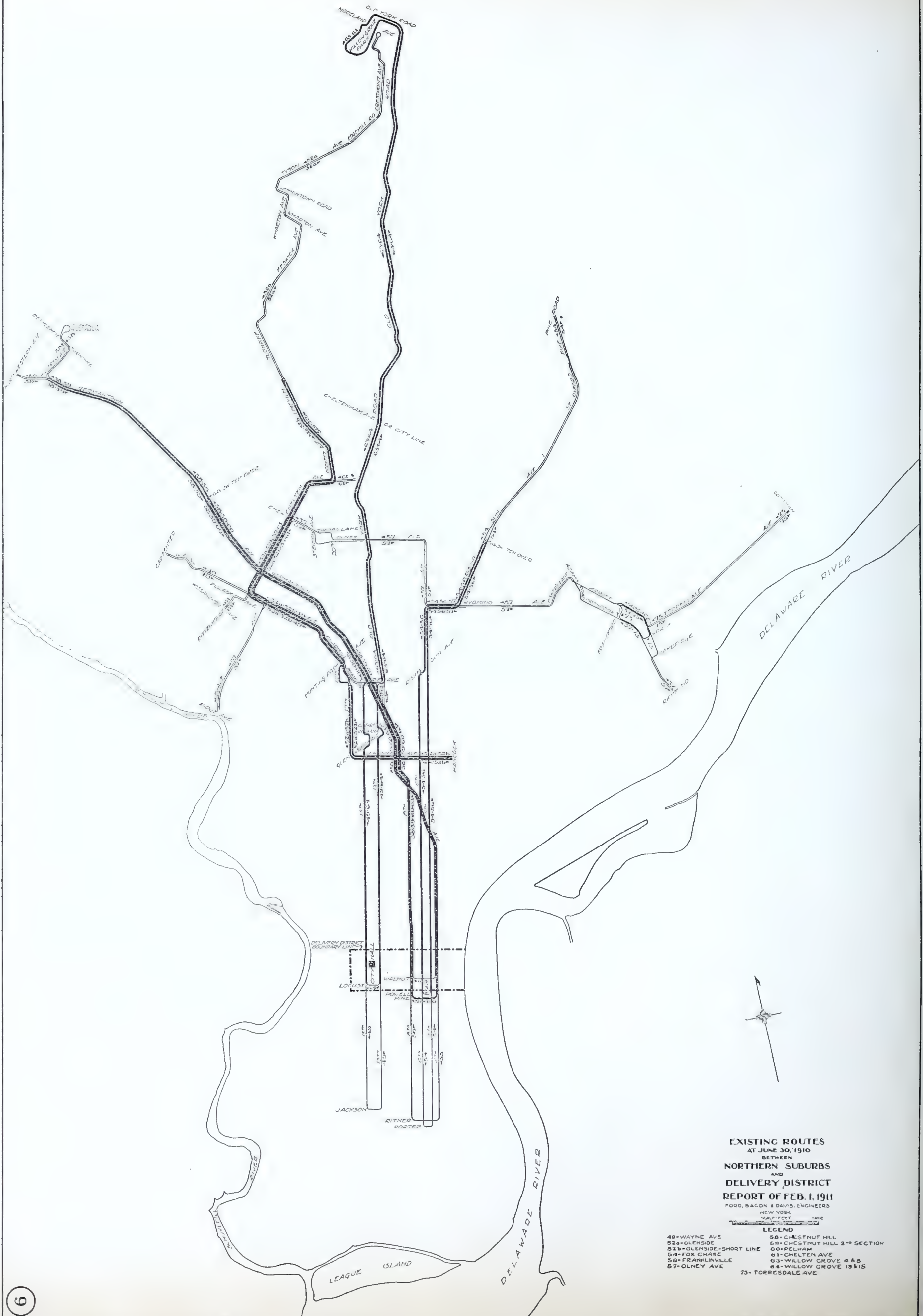
SUGGESTED ROUTES  
BETWEEN  
NORTH PHILADELPHIA ROAD ST. TO SCHUYLKILL RIVER  
AND  
MAIN DELIVERY DISTRICT  
REPORT OF FEB. 1911  
FRED. BAUGH, CHIEF ENGINEER

LEGEND	
1. 1st DISTRICT	2. 2nd DISTRICT
3. 3rd DISTRICT	4. 4th DISTRICT
5. 5th DISTRICT	6. 6th DISTRICT
7. 7th DISTRICT	8. 8th DISTRICT
9. 9th DISTRICT	10. 10th DISTRICT
11. 11th DISTRICT	12. 12th DISTRICT
13. 13th DISTRICT	14. 14th DISTRICT
15. 15th DISTRICT	16. 16th DISTRICT
17. 17th DISTRICT	18. 18th DISTRICT
19. 19th DISTRICT	20. 20th DISTRICT
21. 21st DISTRICT	22. 22nd DISTRICT
23. 23rd DISTRICT	24. 24th DISTRICT
25. 25th DISTRICT	26. 26th DISTRICT
27. 27th DISTRICT	28. 28th DISTRICT
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63. 63rd DISTRICT	64. 64th DISTRICT
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67. 67th DISTRICT	68. 68th DISTRICT
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71. 71st DISTRICT	72. 72nd DISTRICT
73. 73rd DISTRICT	74. 74th DISTRICT
75. 75th DISTRICT	76. 76th DISTRICT
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89. 89th DISTRICT	90. 90th DISTRICT
91. 91st DISTRICT	92. 92nd DISTRICT
93. 93rd DISTRICT	94. 94th DISTRICT
95. 95th DISTRICT	96. 96th DISTRICT
97. 97th DISTRICT	98. 98th DISTRICT
99. 99th DISTRICT	100. 100th DISTRICT









SUGGESTED ROUTES  
NORTHERN SUBURBS  
DELIVERY DISTRICT  
REPORT OF FEB. 1, 1911  
FOOT, BUCKLEY & ROAD, ENGINEERS

LEGEND

SCALE - FEET  
1" = 1/2 MILE

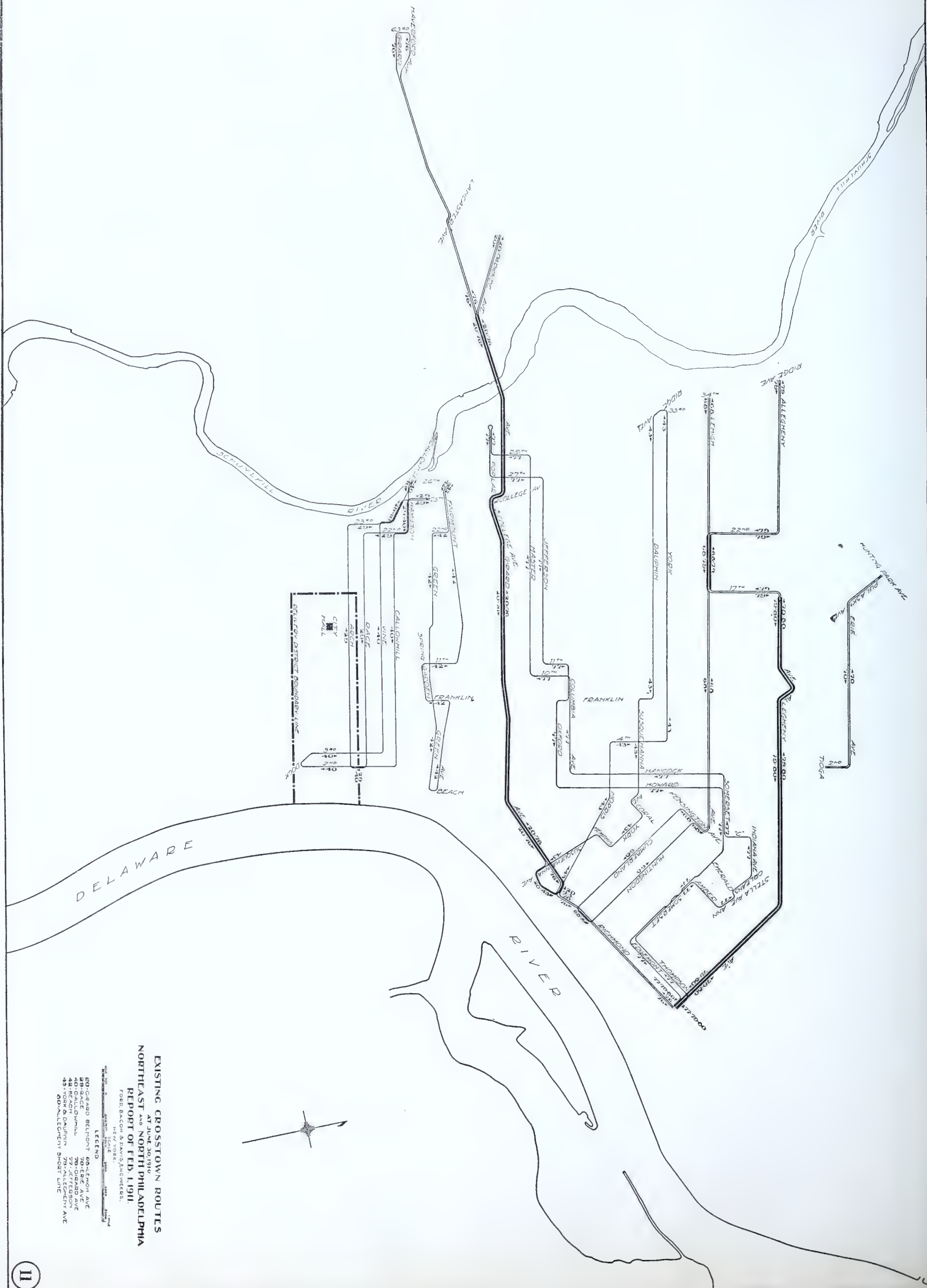
197 WAINC - LEHIGH - DOWNSIDE  
196 CLEVELAND - WILSON  
195 CLARK  
194 FRANKLIN - WILSON  
193 WILSON - DOWNSIDE  
192 WILSON - DOWNSIDE  
191 WILSON - DOWNSIDE  
190 WILSON - DOWNSIDE  
189 WILSON - DOWNSIDE

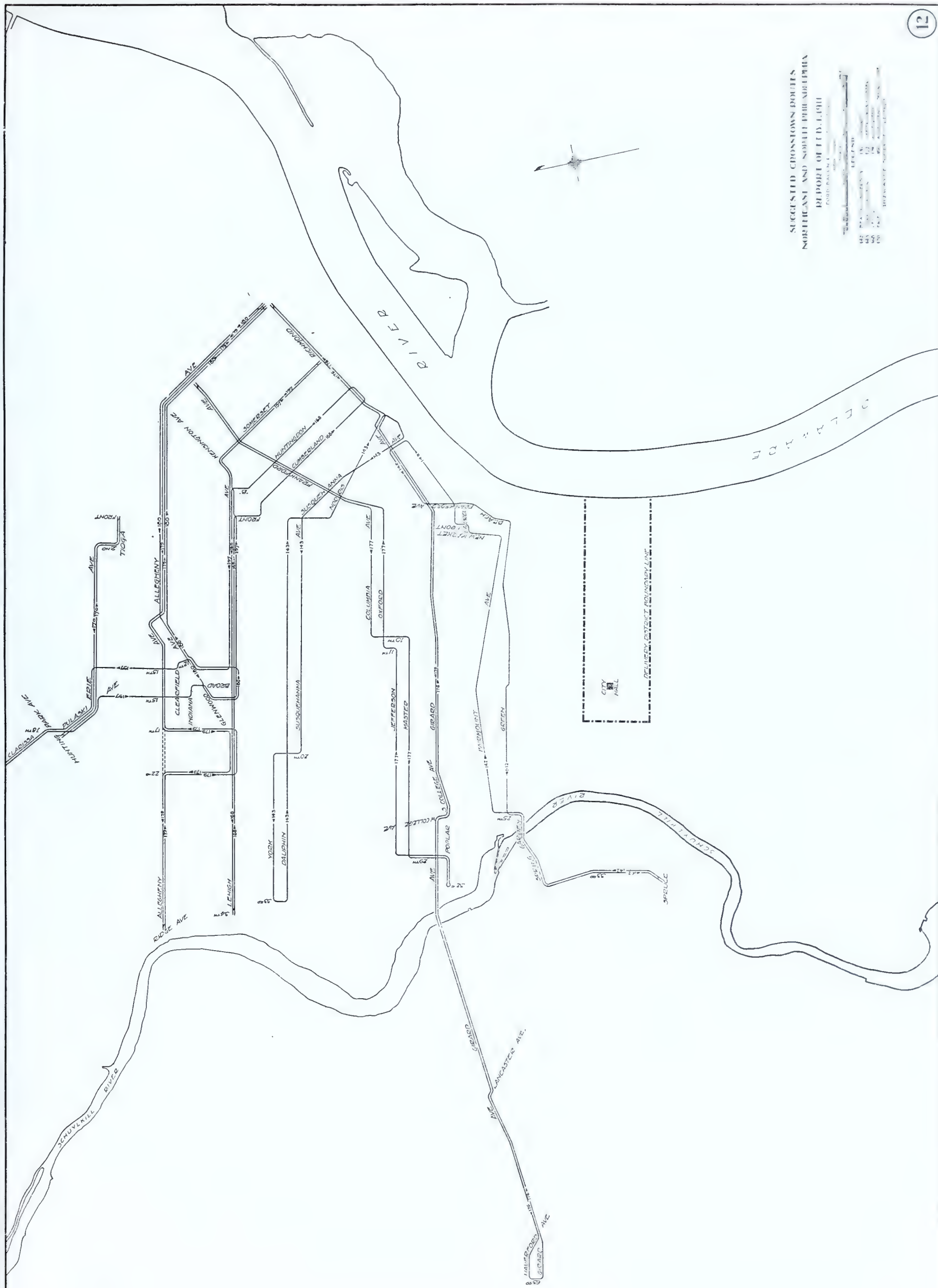








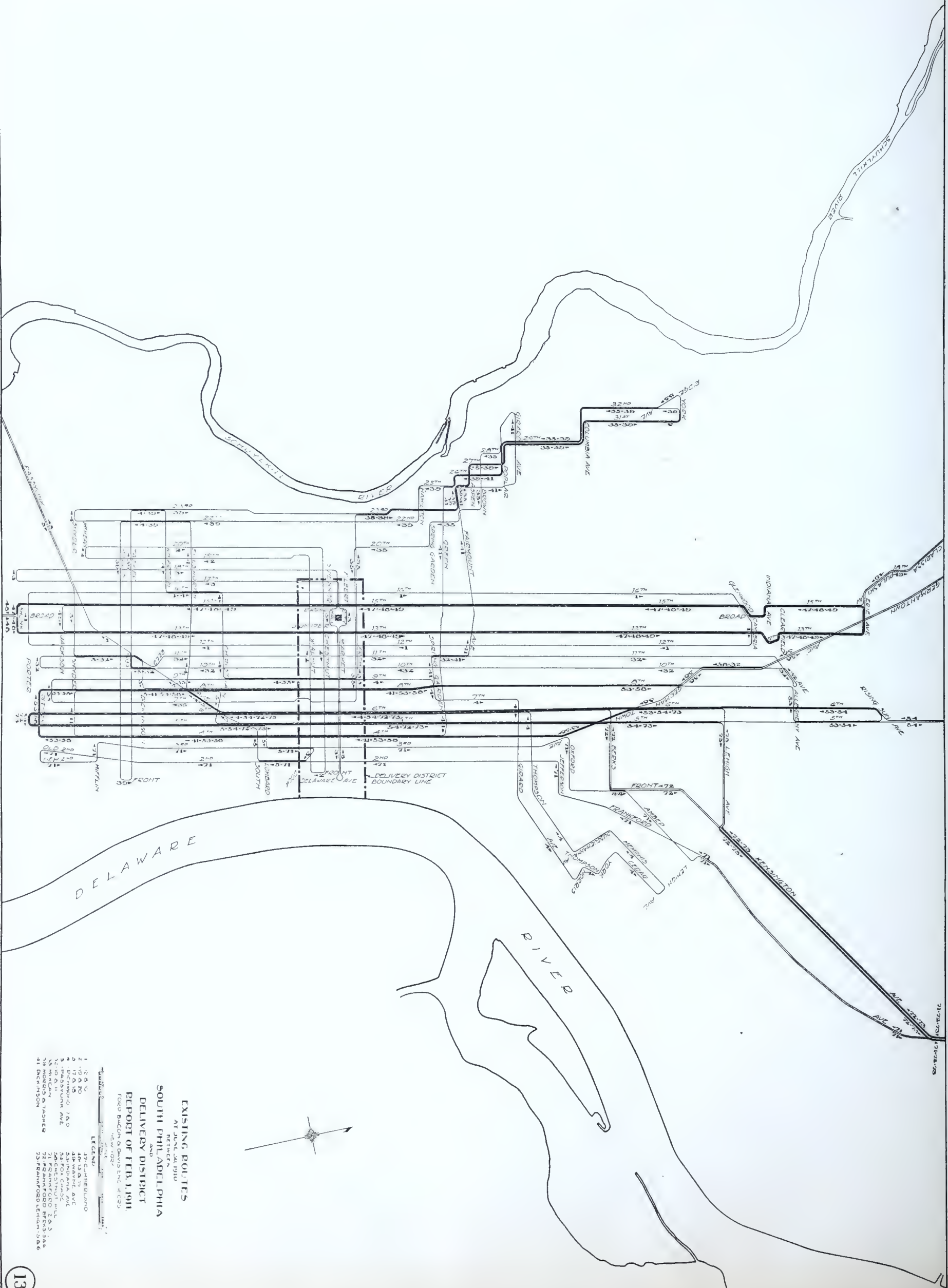
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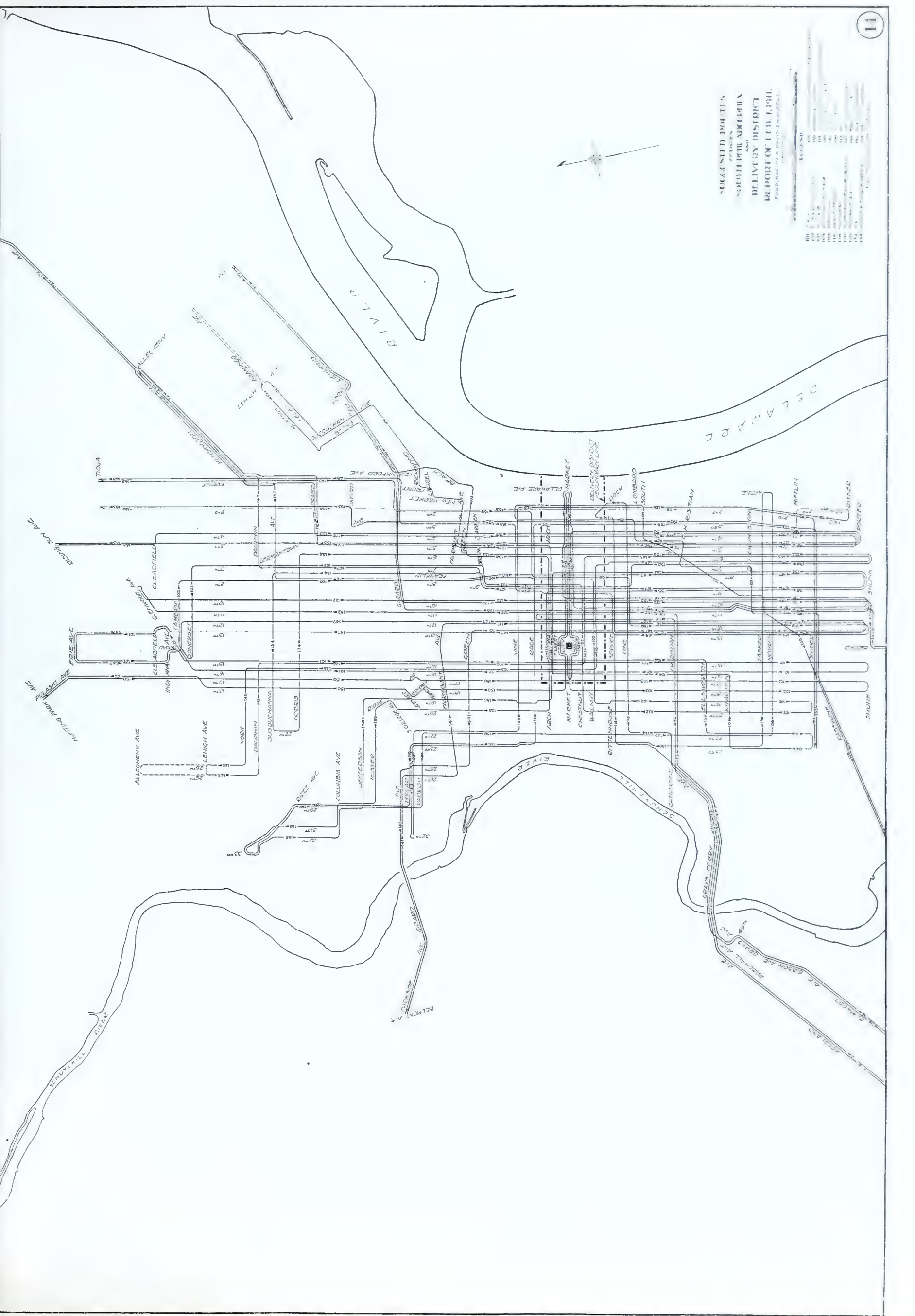




SUGGESTED ROUTES  
PRINCIPAL  
SOUTHERN AVENUE  
AND  
DELIVERY DISTRICT  
REPORT OF FEB. 1914.  
ROAD, BACON, GANT, ENGLISH

LEGEND

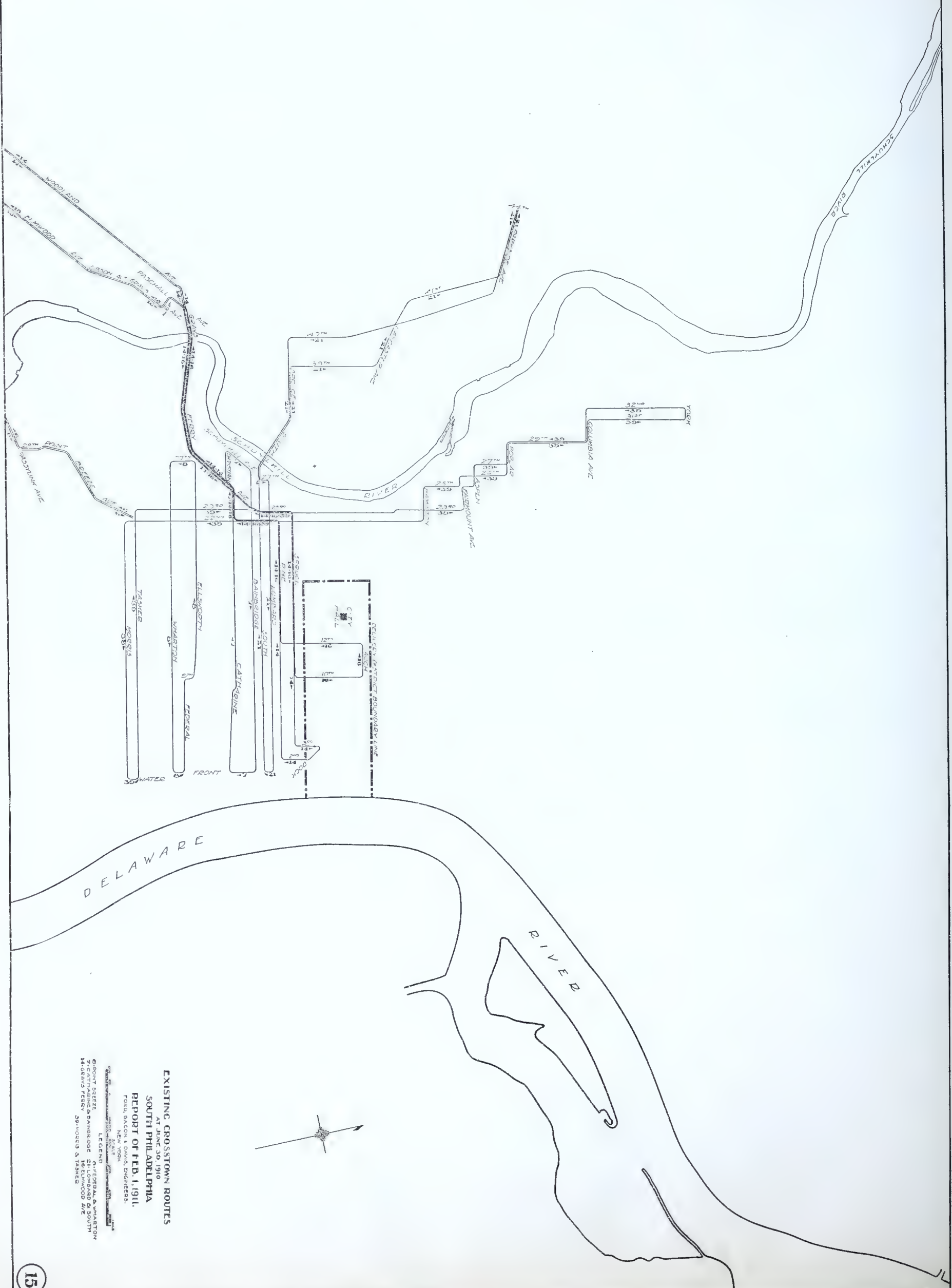
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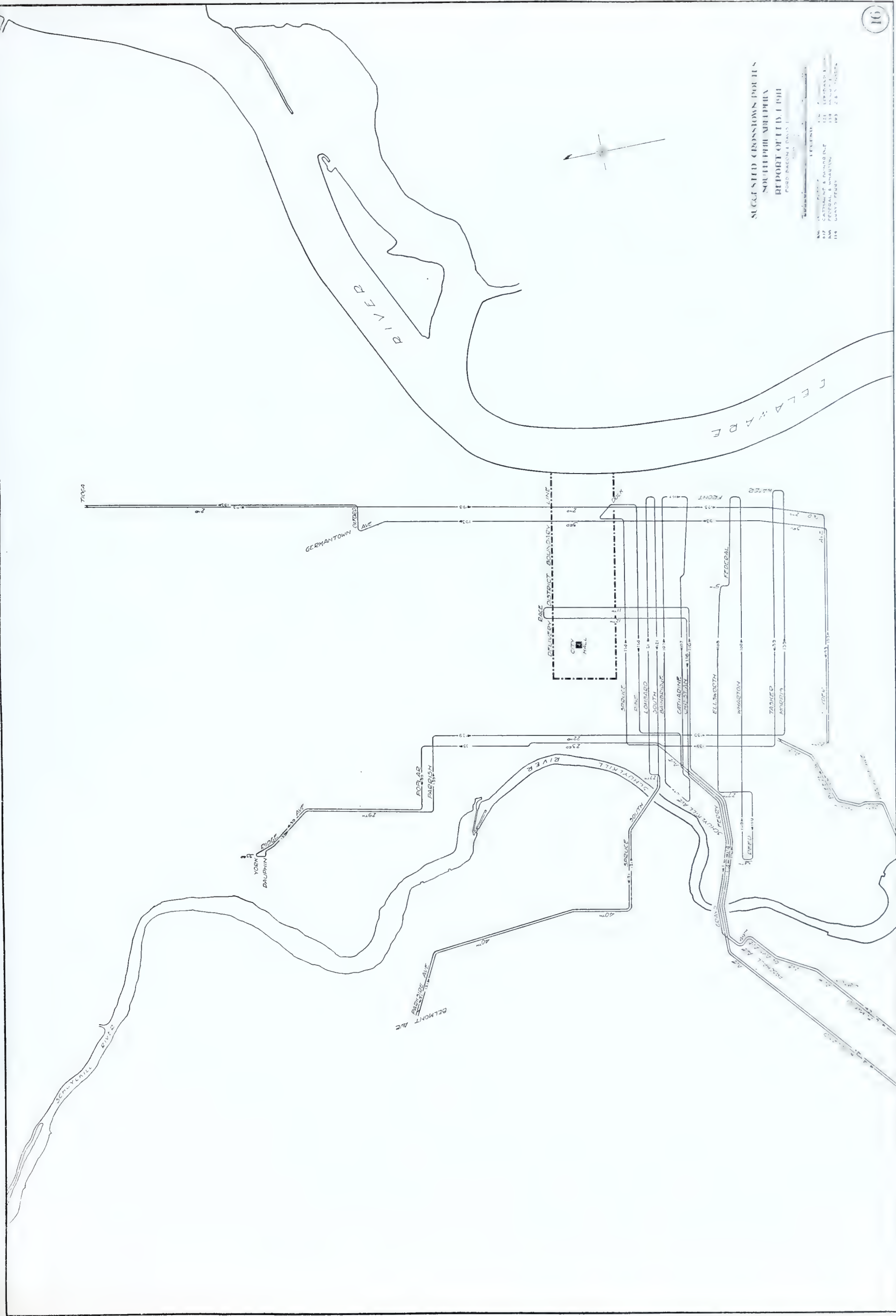






EXISTING CROSSTOWN ROUTES  
 AT JUNE 30, 1910  
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 REPORT OF FEB. 1, 1911.  
 FOR THE BOARD OF PUBLIC WORKS  
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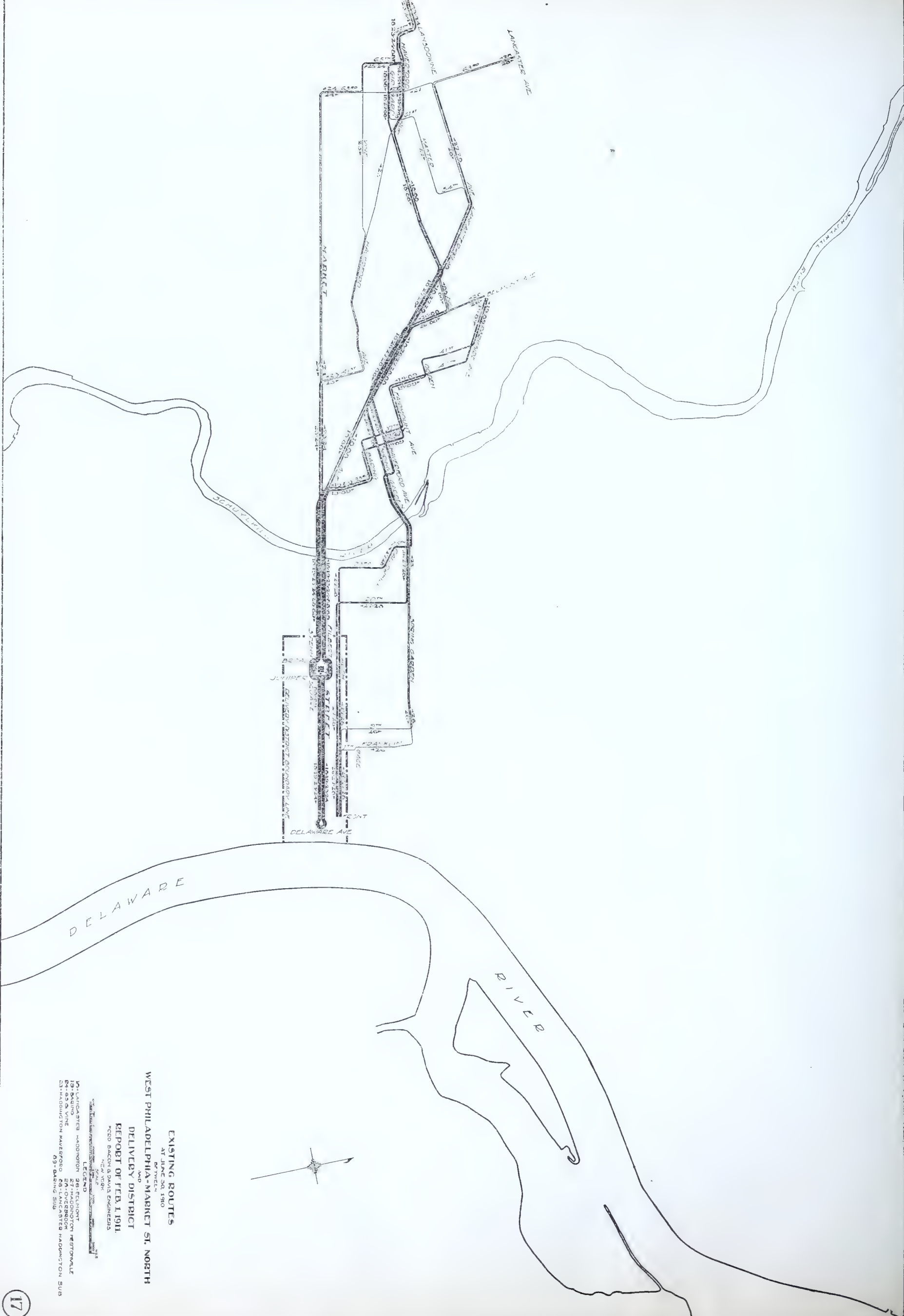
NO.	NAME	AGE	SEX	DATE
1	CATHERINE A. DUNN	12	F	1/1/1911
2	PERCIVAL B. DUNN	13	M	1/1/1911
3	WILLIAM DUNN	14	M	1/1/1911





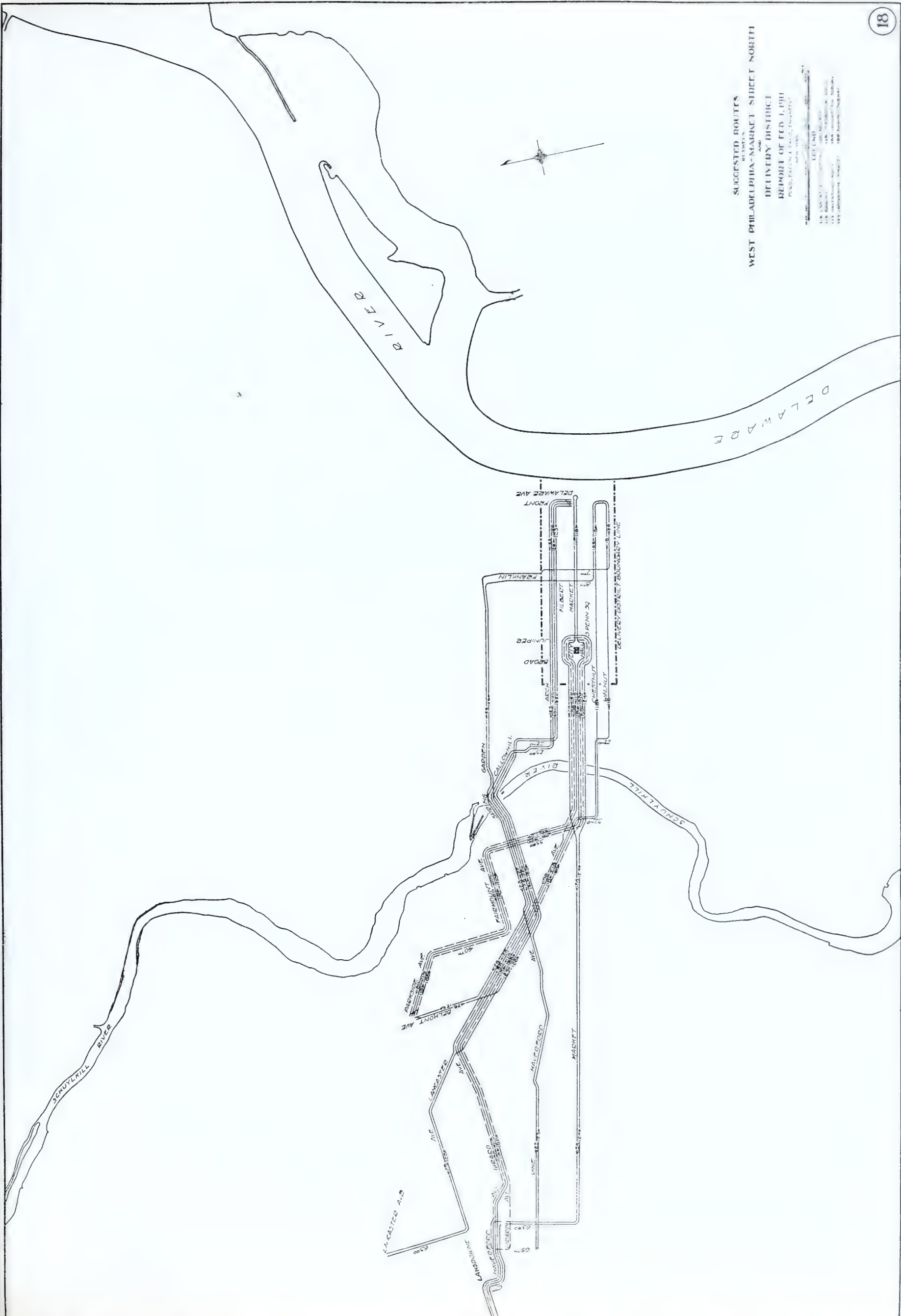






EXISTING ROUTES  
 AT JUNE 30, 190  
 BY TWELTH  
 WEST PHILADELPHIA-MARKET ST. NORTH  
 AND  
 DELIVERY DISTRICT  
 REPORT OF FEB. 1, 1911  
 \*CRO. BACON & DAVID ENGINEERS  
 NEW YORK

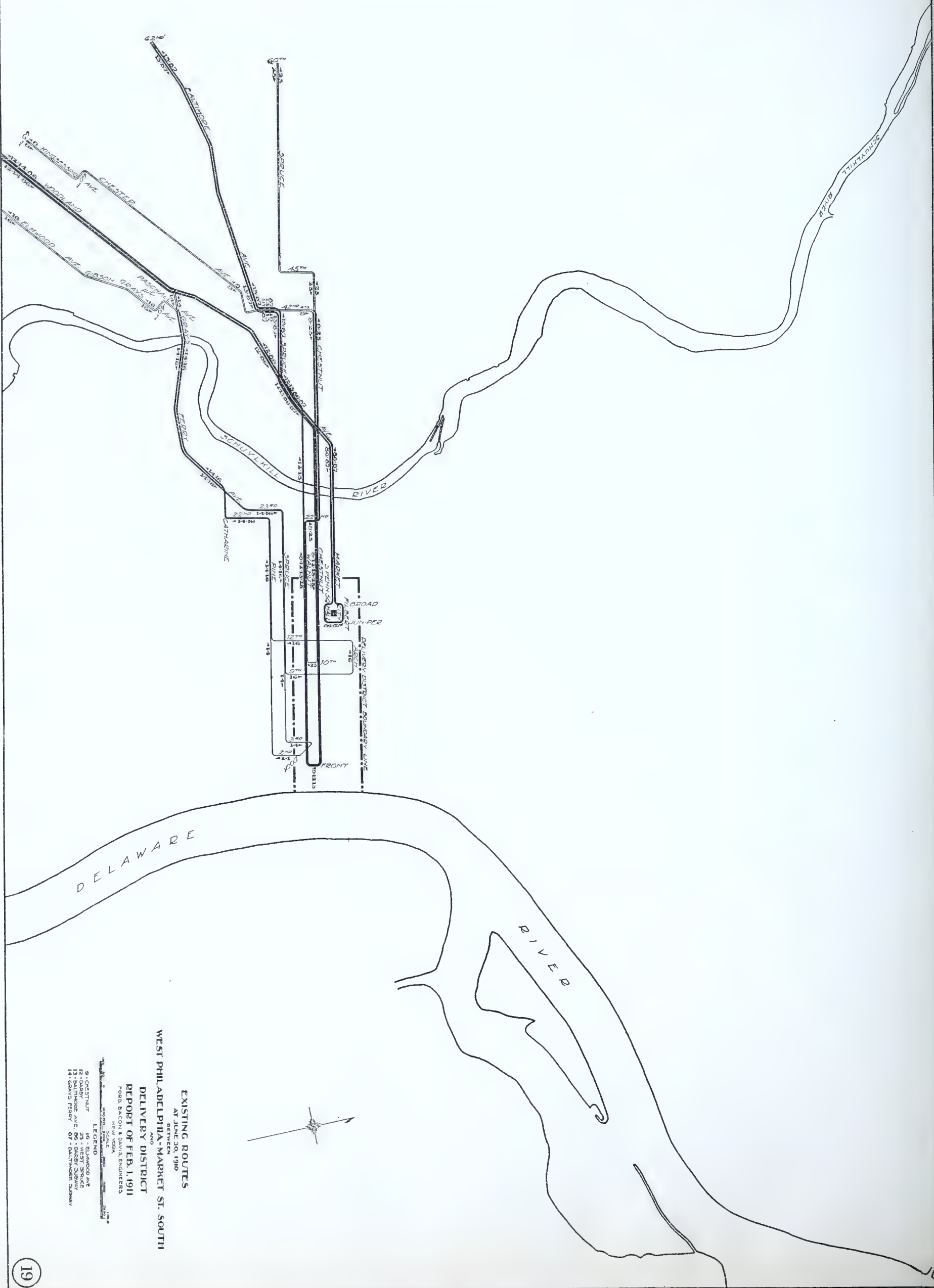
LEGEND  
 10-LANCASTER 14-ADDITION 26-ELKHORN  
 19-BASIN 27-HADDINGTON 28-REYNOLDS  
 20-DELAVILLE 29-REYNOLDS  
 21-HADDINGTON 22-REYNOLDS  
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 27-HADDINGTON 28-REYNOLDS  
 29-HADDINGTON 30-REYNOLDS







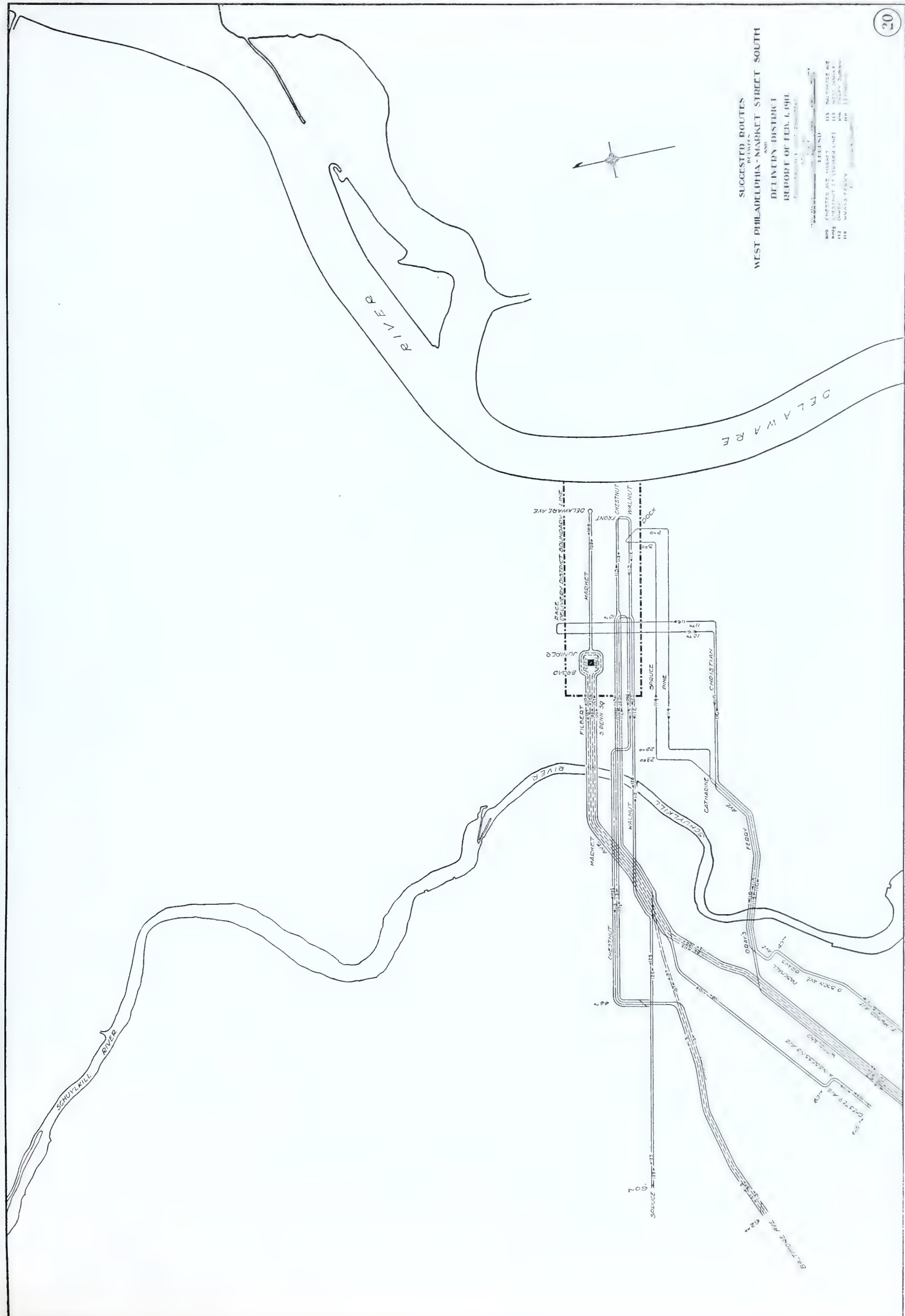




SUGGESTED ROUTES  
BETWEEN  
WEST PHILADELPHIA - MARKET STREET SOUTH  
AND  
DELVENY DISTRICT  
REPORT OF FEB. 1, 1911.

LEGEND

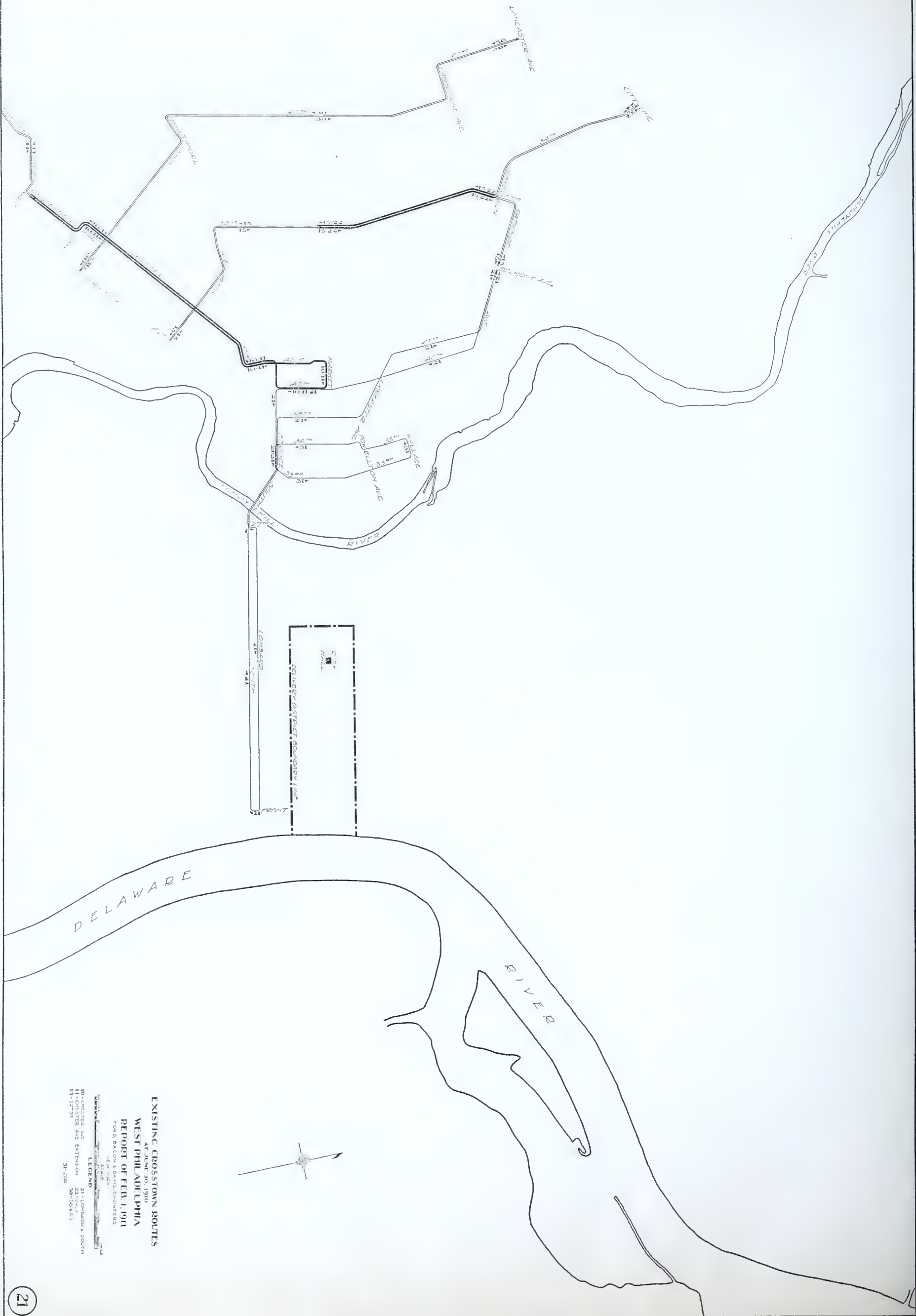
808	CHESTER AVE MARKET	113	WATKINS AVE
809	MARKET ST (UNDER LINE)	114	WATKINS AVE
112	MARKET ST (UNDER LINE)	115	WATKINS AVE
114	MARKET ST (UNDER LINE)	116	WATKINS AVE



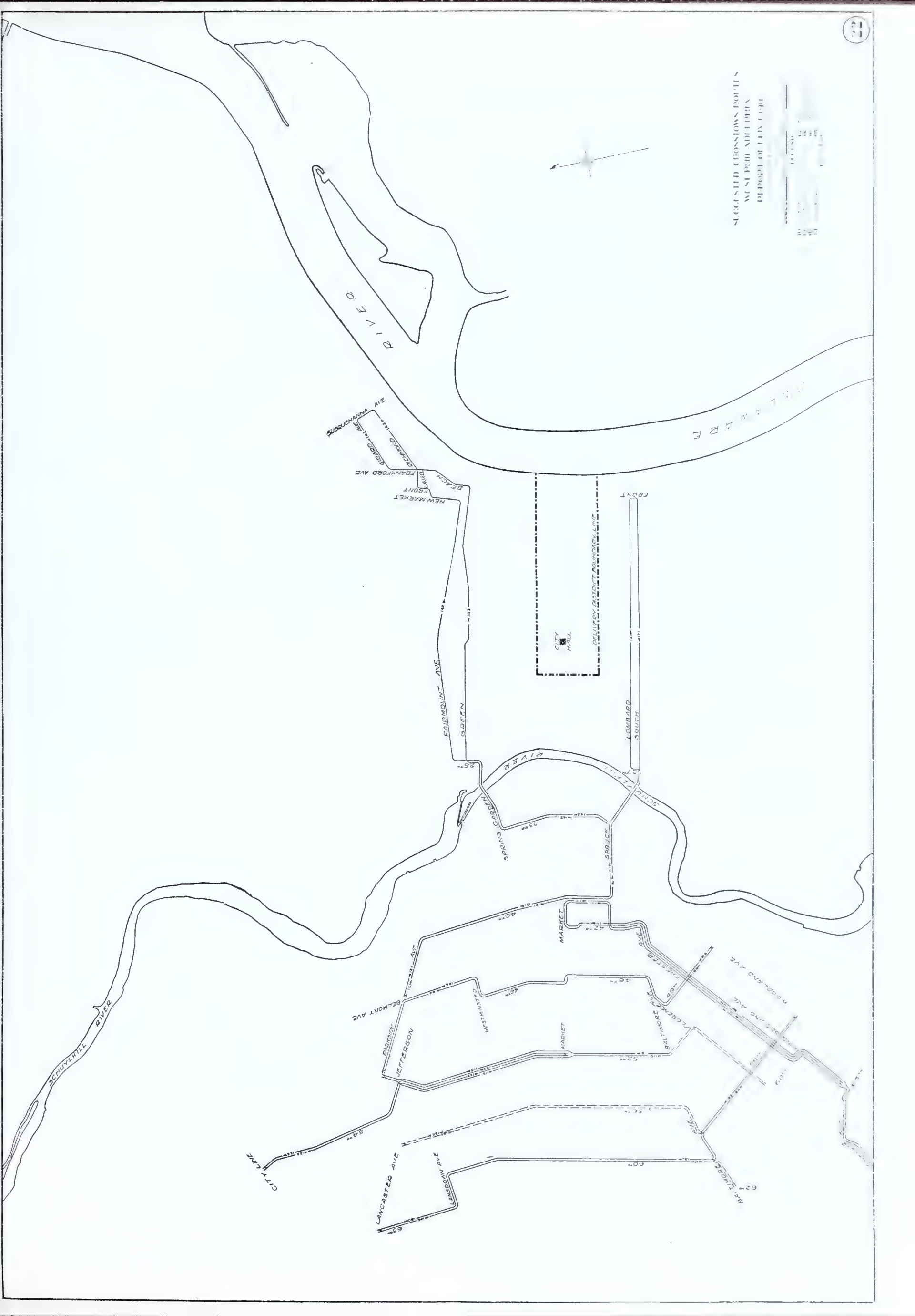








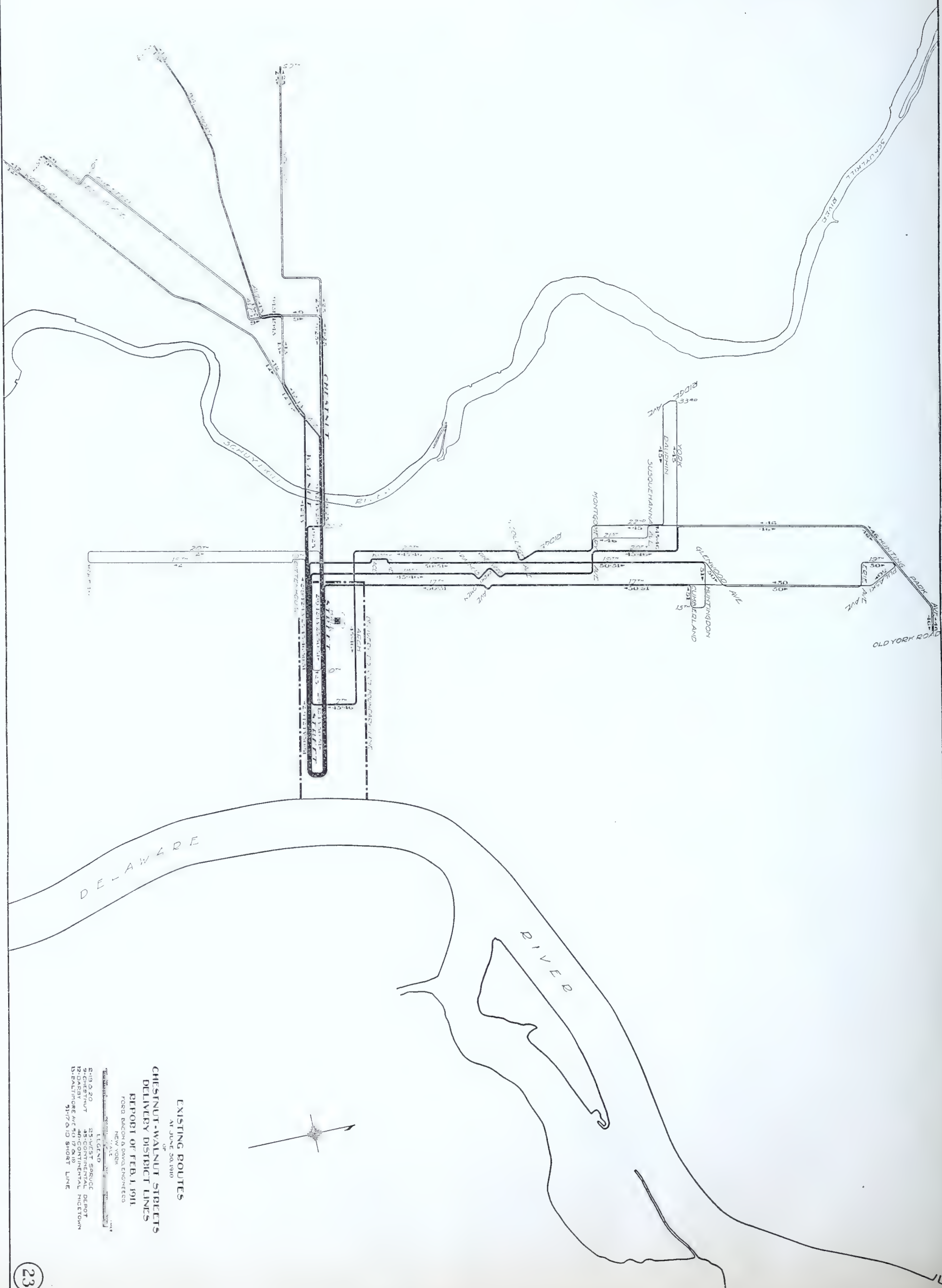
SUGGESTED CROSSINGS ROUTES  
NEEDHAM  
WEST PHILADELPHIA  
REPORT OF THE CITY





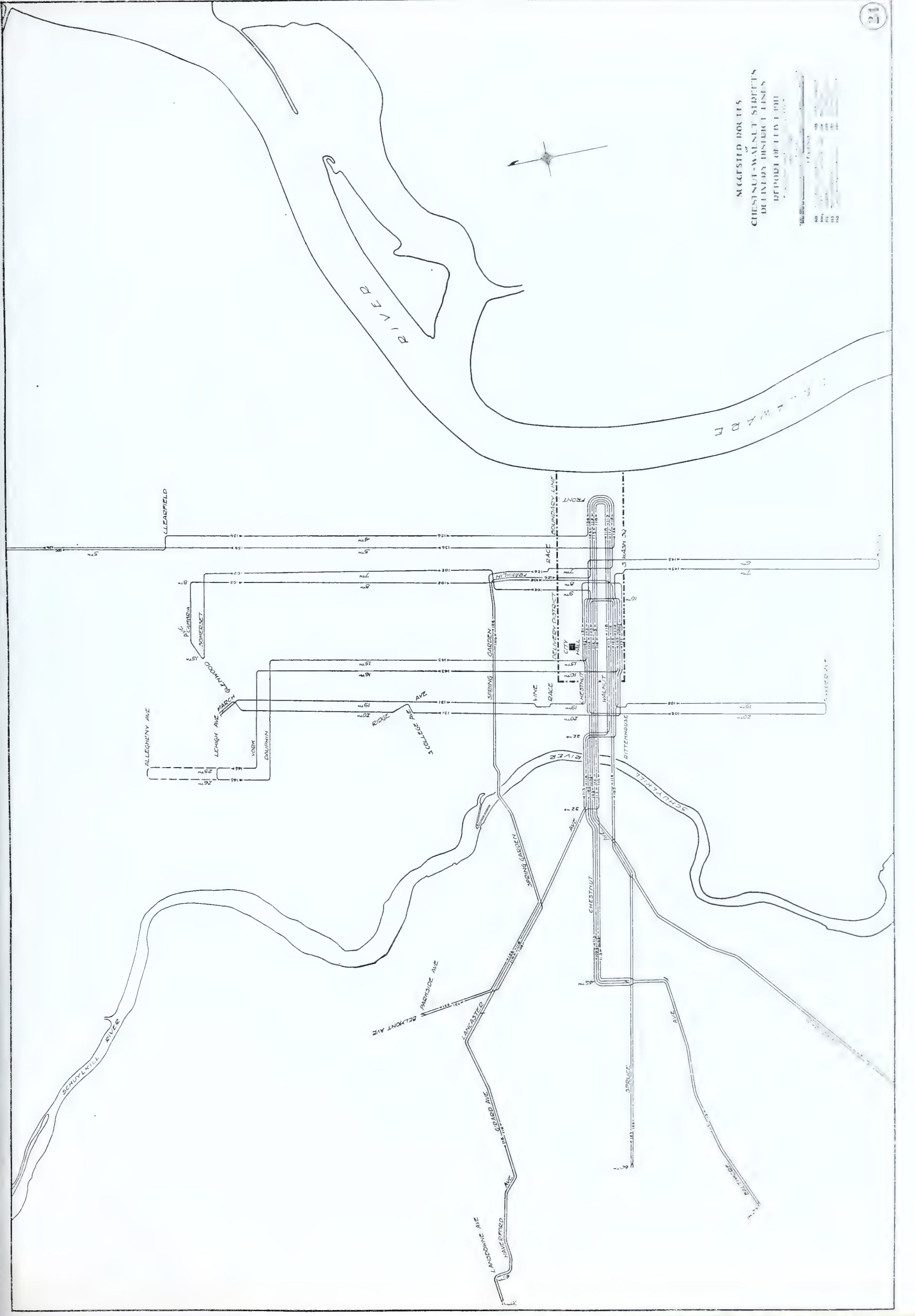






EXISTING ROUTES  
 OF  
 CHESTNUT-WALNUT STREETS  
 DELIVERY DISTRICT LINES  
 REPORT OF FEB. 1, 1911.  
 FORB. BACON & DAVID ENGINEERS  
 NEW YORK

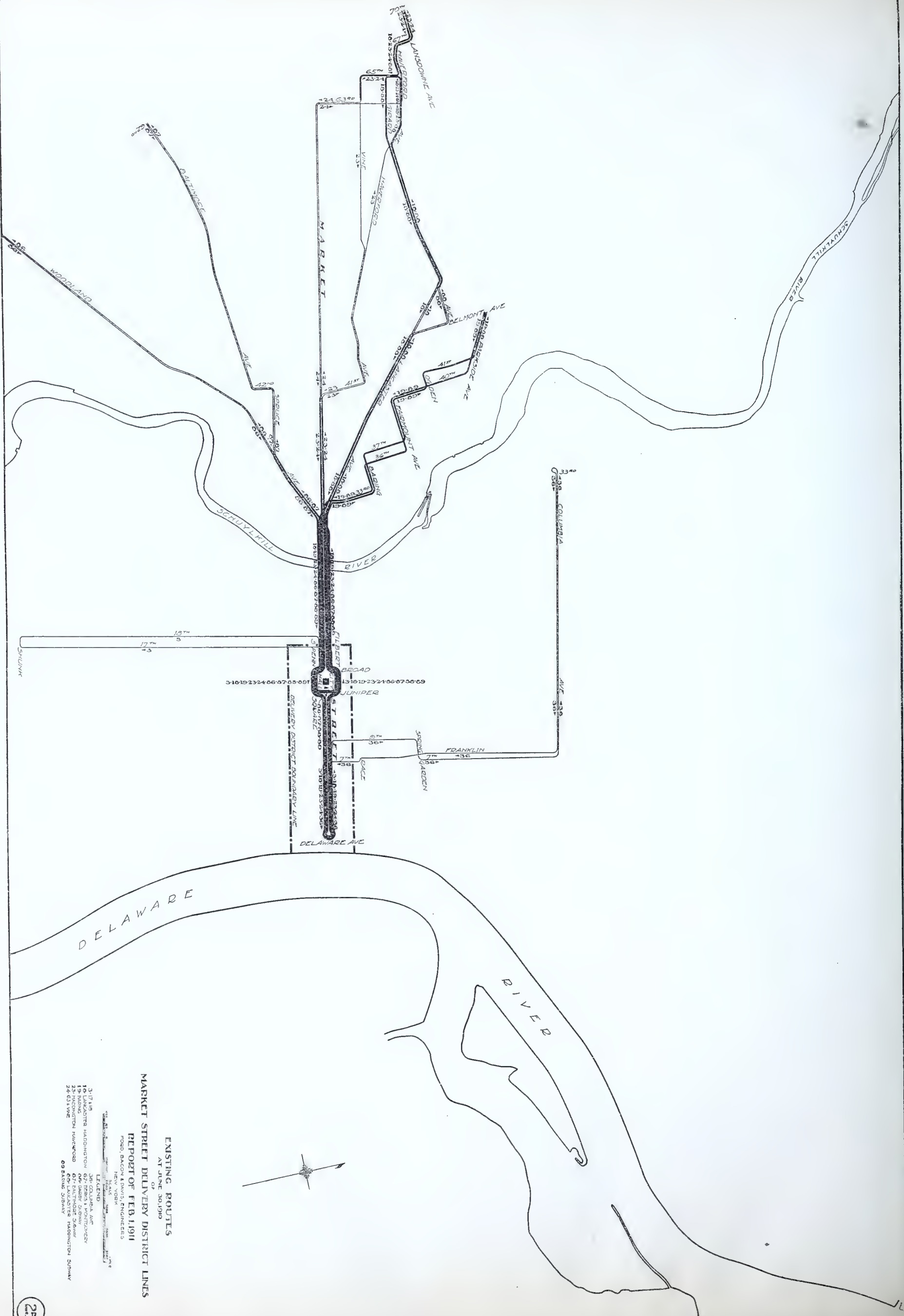
LEGEND  
 2-19 & 20 33-VEST SERVICE  
 12-DARBY 40-CONTINENTAL  
 13-BALTIMORE AVE 50 17 & 18  
 31-17 & 18 SHORT LINE



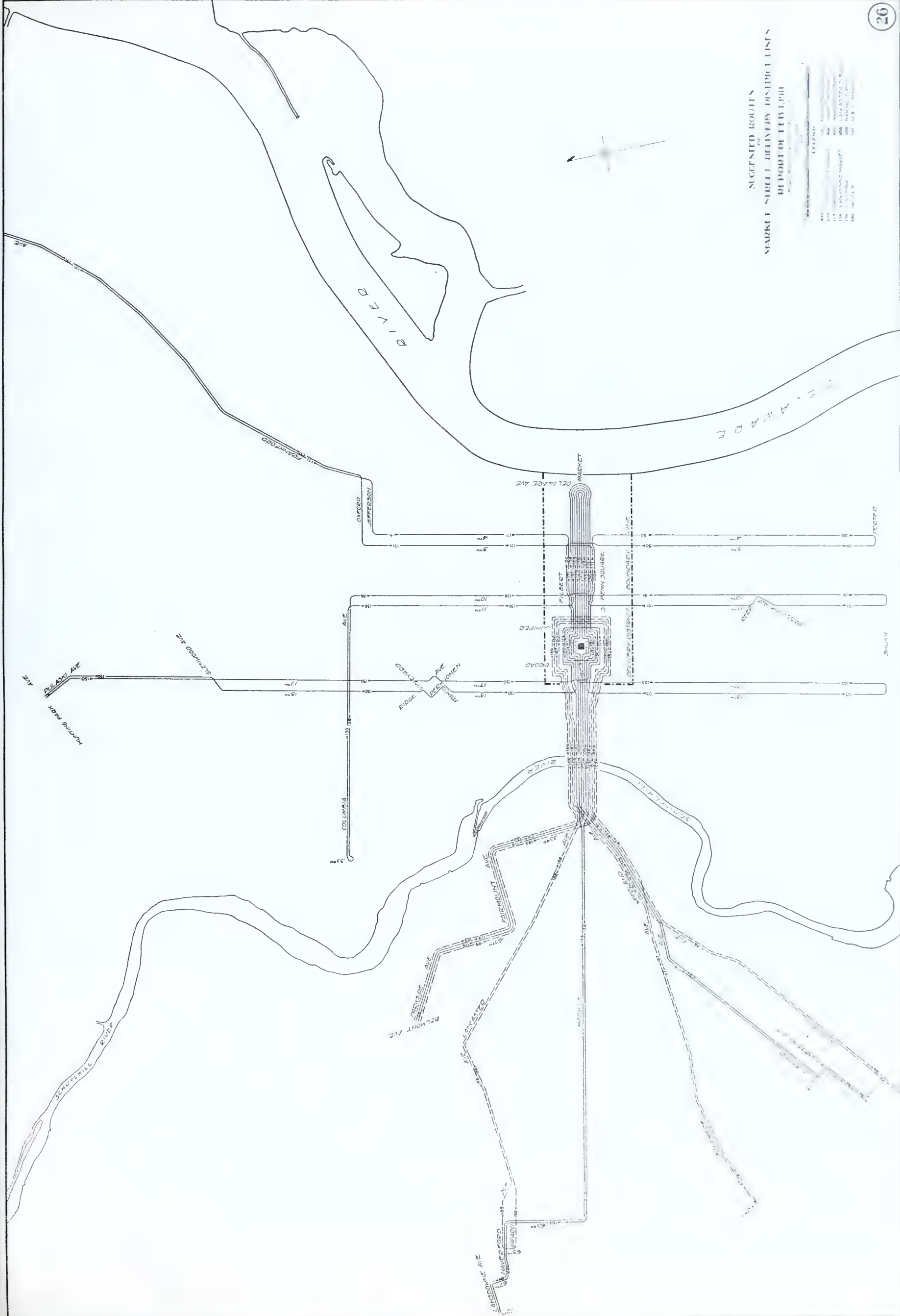








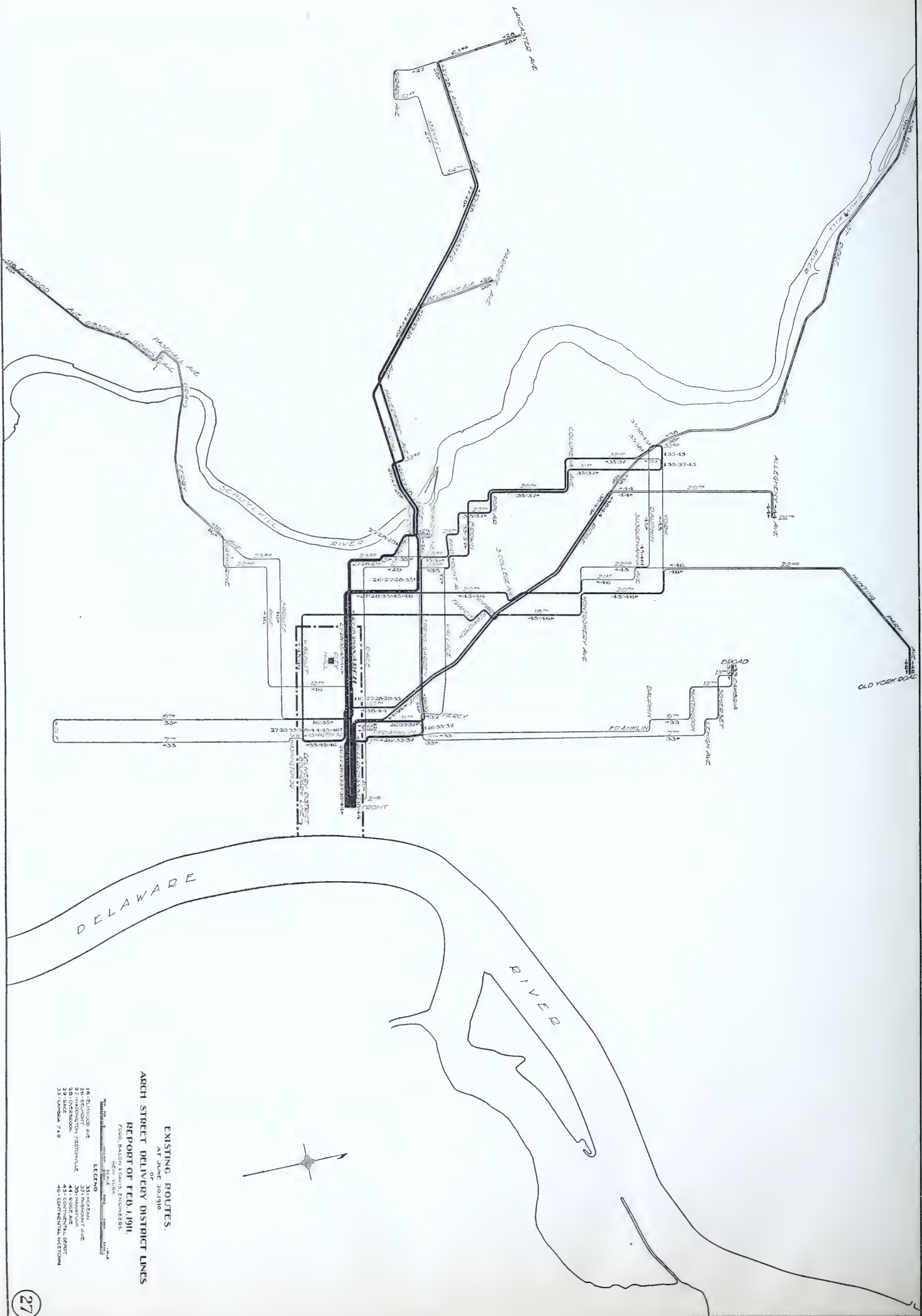
EXISTING ROUTES  
 OF  
 MARKET STREET DELIVERY DISTRICT LINES  
 REPORT OF FEB. 1, 1911  
 AT JUNE 30, 1910  
 ROAD, BACON & DAVIS, ENGINEERS  
 1000 MARKET STREET, PHILADELPHIA, PA.  
 LEGEND  
 3-17-18 MARKET STREET  
 1-9 BROAD STREET  
 2-3-5-7-9-11-13-15-17-19-21-23-25-27-29-31-33-35-37-39-41-43-45-47-49-51-53-55-57-59-61-63-65-67-69-71-73-75-77-79-81-83-85-87-89-91-93-95-97-99-101-103-105-107-109-111-113-115-117-119-121-123-125-127-129-131-133-135-137-139-141-143-145-147-149-151-153-155-157-159-161-163-165-167-169-171-173-175-177-179-181-183-185-187-189-191-193-195-197-199-201-203-205-207-209-211-213-215-217-219-221-223-225-227-229-231-233-235-237-239-241-243-245-247-249-251-253-255-257-259-261-263-265-267-269-271-273-275-277-279-281-283-285-287-289-291-293-295-297-299-301-303-305-307-309-311-313-315-317-319-321-323-325-327-329-331-333-335-337-339-341-343-345-347-349-351-353-355-357-359-361-363-365-367-369-371-373-375-377-379-381-383-385-387-389-391-393-395-397-399-401-403-405-407-409-411-413-415-417-419-421-423-425-427-429-431-433-435-437-439-441-443-445-447-449-451-453-455-457-459-461-463-465-467-469-471-473-475-477-479-481-483-485-487-489-491-493-495-497-499-501-503-505-507-509-511-513-515-517-519-521-523-525-527-529-531-533-535-537-539-541-543-545-547-549-551-553-555-557-559-561-563-565-567-569-571-573-575-577-579-581-583-585-587-589-591-593-595-597-599-601-603-605-607-609-611-613-615-617-619-621-623-625-627-629-631-633-635-637-639-641-643-645-647-649-651-653-655-657-659-661-663-665-667-669-671-673-675-677-679-681-683-685-687-689-691-693-695-697-699-701-703-705-707-709-711-713-715-717-719-721-723-725-727-729-731-733-735-737-739-741-743-745-747-749-751-753-755-757-759-761-763-765-767-769-771-773-775-777-779-781-783-785-787-789-791-793-795-797-799-801-803-805-807-809-811-813-815-817-819-821-823-825-827-829-831-833-835-837-839-841-843-845-847-849-851-853-855-857-859-861-863-865-867-869-871-873-875-877-879-881-883-885-887-889-891-893-895-897-899-901-903-905-907-909-911-913-915-917-919-921-923-925-927-929-931-933-935-937-939-941-943-945-947-949-951-953-955-957-959-961-963-965-967-969-971-973-975-977-979-981-983-985-987-989-991-993-995-997-999-1001-1003-1005-1007-1009-1011-1013-1015-1017-1019-1021-1023-1025-1027-1029-1031-1033-1035-1037-1039-1041-1043-1045-1047-1049-1051-1053-1055-1057-1059-1061-1063-1065-1067-1069-1071-1073-1075-1077-1079-1081-1083-1085-1087-1089-1091-1093-1095-1097-1099-1101-1103-1105-1107-1109-1111-1113-1115-1117-1119-1121-1123-1125-1127-1129-1131-1133-1135-1137-1139-1141-1143-1145-1147-1149-1151-1153-1155-1157-1159-1161-1163-1165-1167-1169-1171-1173-1175-1177-1179-1181-1183-1185-1187-1189-1191-1193-1195-1197-1199-1201-1203-1205-1207-1209-1211-1213-1215-1217-1219-1221-1223-1225-1227-1229-1231-1233-1235-1237-1239-1241-1243-1245-1247-1249-1251-1253-1255-1257-1259-1261-1263-1265-1267-1269-1271-1273-1275-1277-1279-1281-1283-1285-1287-1289-1291-1293-1295-1297-1299-1301-1303-1305-1307-1309-1311-1313-1315-1317-1319-1321-1323-1325-1327-1329-1331-1333-1335-1337-1339-1341-1343-1345-1347-1349-1351-1353-1355-1357-1359-1361-1363-1365-1367-1369-1371-1373-1375-1377-1379-1381-1383-1385-1387-1389-1391-1393-1395-1397-1399-1401-1403-1405-1407-1409-1411-1413-1415-1417-1419-1421-1423-1425-1427-1429-1431-1433-1435-1437-1439-1441-1443-1445-1447-1449-1451-1453-1455-1457-1459-1461-1463-1465-1467-1469-1471-1473-1475-1477-1479-1481-1483-1485-1487-1489-1491-1493-1495-1497-1499-1501-1503-1505-1507-1509-1511-1513-1515-1517-1519-1521-1523-1525-1527-1529-1531-1533-1535-1537-1539-1541-1543-1545-1547-1549-1551-1553-1555-1557-1559-1561-1563-1565-1567-1569-1571-1573-1575-1577-1579-1581-1583-1585-1587-1589-1591-1593-1595-1597-1599-1601-1603-1605-1607-1609-1611-1613-1615-1617-1619-1621-1623-1625-1627-1629-1631-1633-1635-1637-1639-1641-1643-1645-1647-1649-1651-1653-1655-1657-1659-1661-1663-1665-1667-1669-1671-1673-1675-1677-1679-1681-1683-1685-1687-1689-1691-1693-1695-1697-1699-1701-1703-1705-1707-1709-1711-1713-1715-1717-1719-1721-1723-1725-1727-1729-1731-1733-1735-1737-1739-1741-1743-1745-1747-1749-1751-1753-1755-1757-1759-1761-1763-1765-1767-1769-1771-1773-1775-1777-1779-1781-1783-1785-1787-1789-1791-1793-1795-1797-1799-1801-1803-1805-1807-1809-1811-1813-1815-1817-1819-1821-1823-1825-1827-1829-1831-1833-1835-1837-1839-1841-1843-1845-1847-1849-1851-1853-1855-1857-1859-1861-1863-1865-1867-1869-1871-1873-1875-1877-1879-1881-1883-1885-1887-1889-1891-1893-1895-1897-1899-1901-1903-1905-1907-1909-1911-1913-1915-1917-1919-1921-1923-1925-1927-1929-1931-1933-1935-1937-1939-1941-1943-1945-1947-1949-1951-1953-1955-1957-1959-1961-1963-1965-1967-1969-1971-1973-1975-1977-1979-1981-1983-1985-1987-1989-1991-1993-1995-1997-1999-2001-2003-2005-2007-2009-2011-2013-2015-2017-2019-2021-2023-2025-2027-2029-2031-2033-2035-2037-2039-2041-2043-2045-2047-2049-2051-2053-2055-2057-2059-2061-2063-2065-2067-2069-2071-2073-2075-2077-2079-2081-2083-2085-2087-2089-2091-2093-2095-2097-2099-2101-2103-2105-2107-2109-2111-2113-2115-2117-2119-2121-2123-2125-2127-2129-2131-2133-2135-2137-2139-2141-2143-2145-2147-2149-2151-2153-2155-2157-2159-2161-2163-2165-2167-2169-2171-2173-2175-2177-2179-2181-2183-2185-2187-2189-2191-2193-2195-2197-2199-2201-2203-2205-2207-2209-2211-2213-2215-2217-2219-2221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EXISTING ROUTES.

AT JUNE 30, 1910.

OF

ARCH STREET DELIVERY DISTRICT LINES

REPORT OF FEB. 1, 1911.

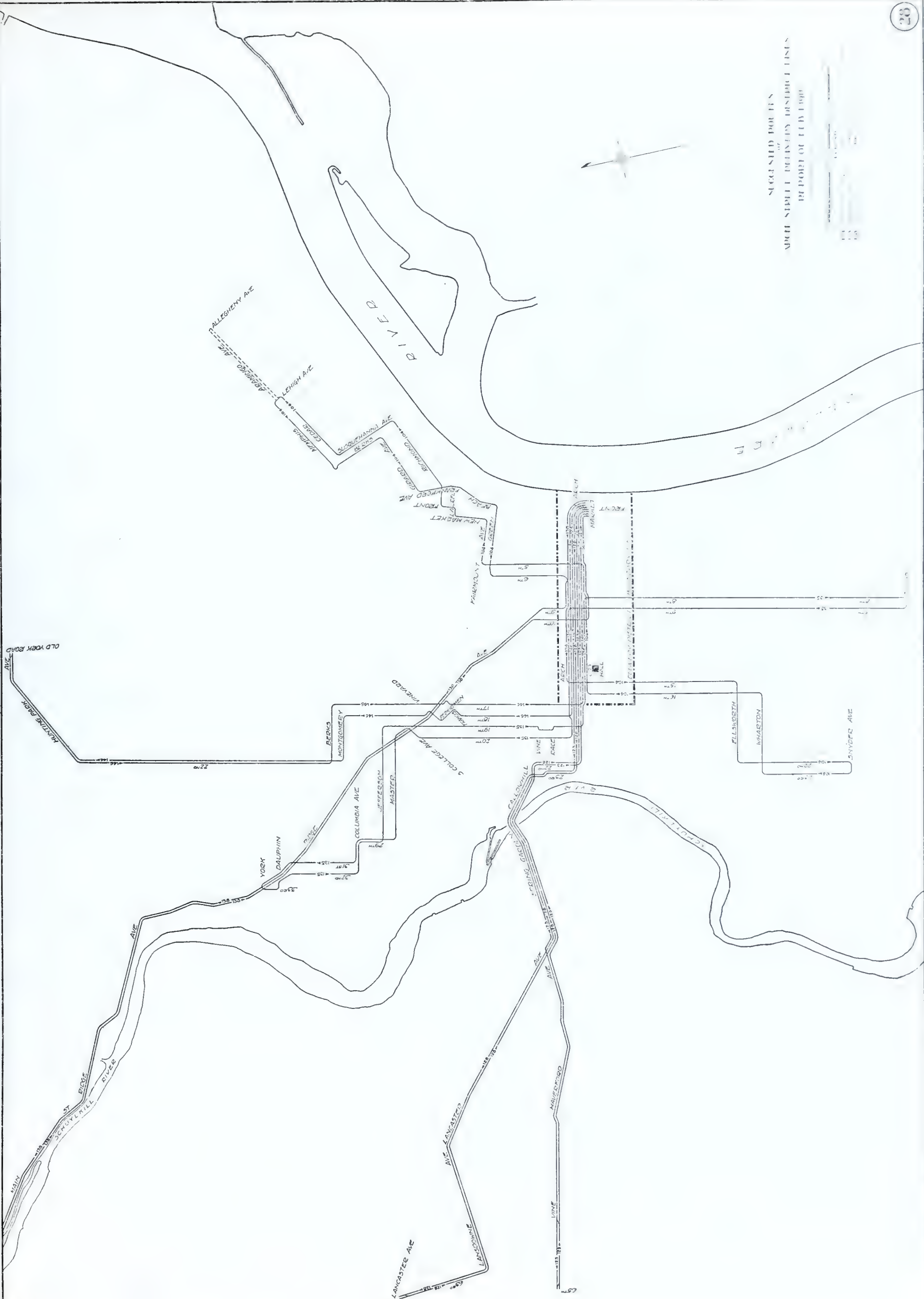
FORD, DAGON & LLOYD ENGINEERS,

NEW YORK

SCALE 1" = 100'

LEGEND

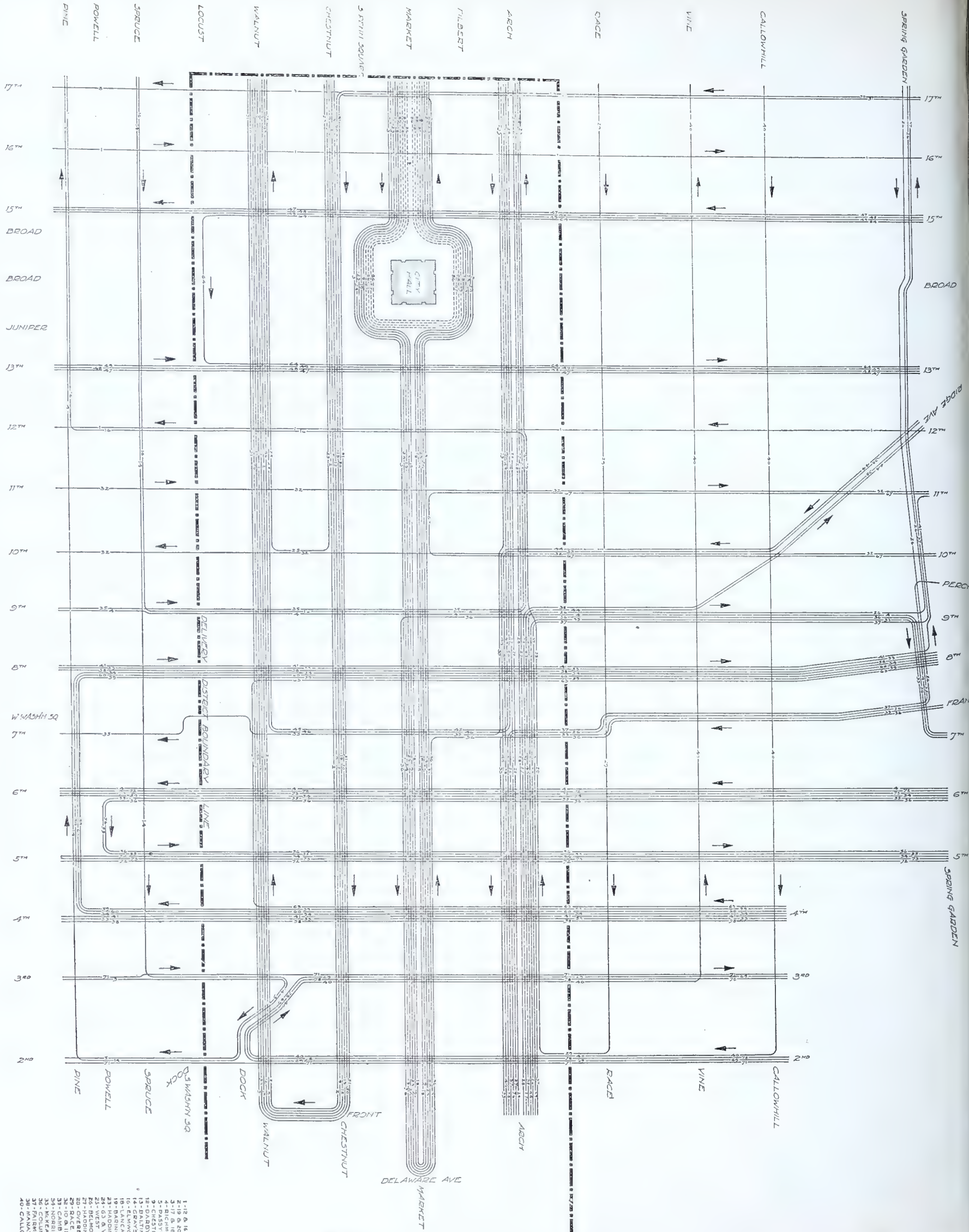
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# DELAWARE



EXISTING ROUTES  
AT JUNE 30 1910  
IN AND NEAR  
DELIVERY DISTRICT  
REPORT OF FEB 1, 1911  
FORB, DACON & DAVIS, ENGINEERS  
NEW YORK

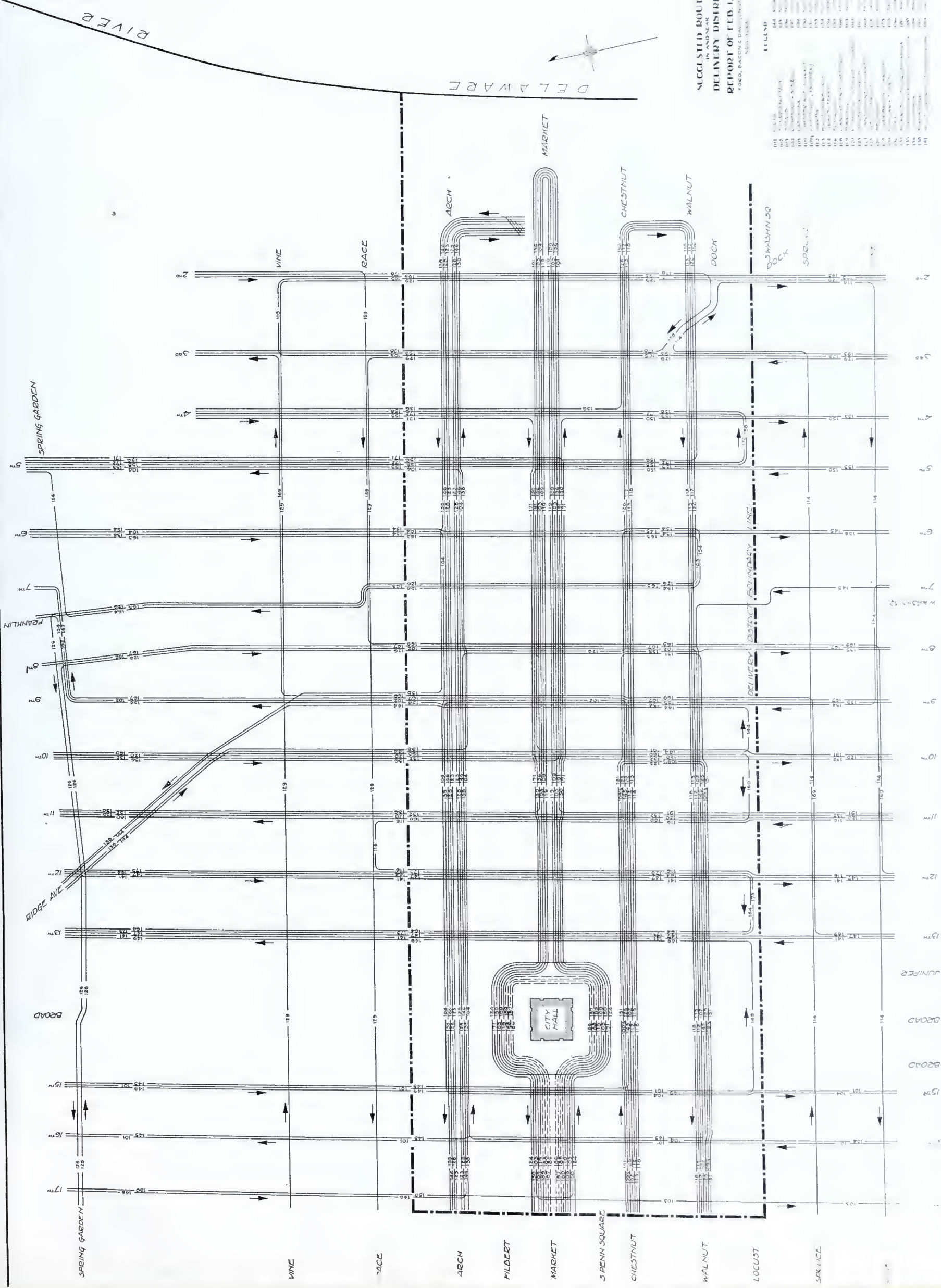
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SUGGESTED ROUTES  
DELIVERY DISTRICT  
REPORT OF FEB. 1, 1911  
PHILADELPHIA  
PAID, BACON & DANIELSON

LEGEND

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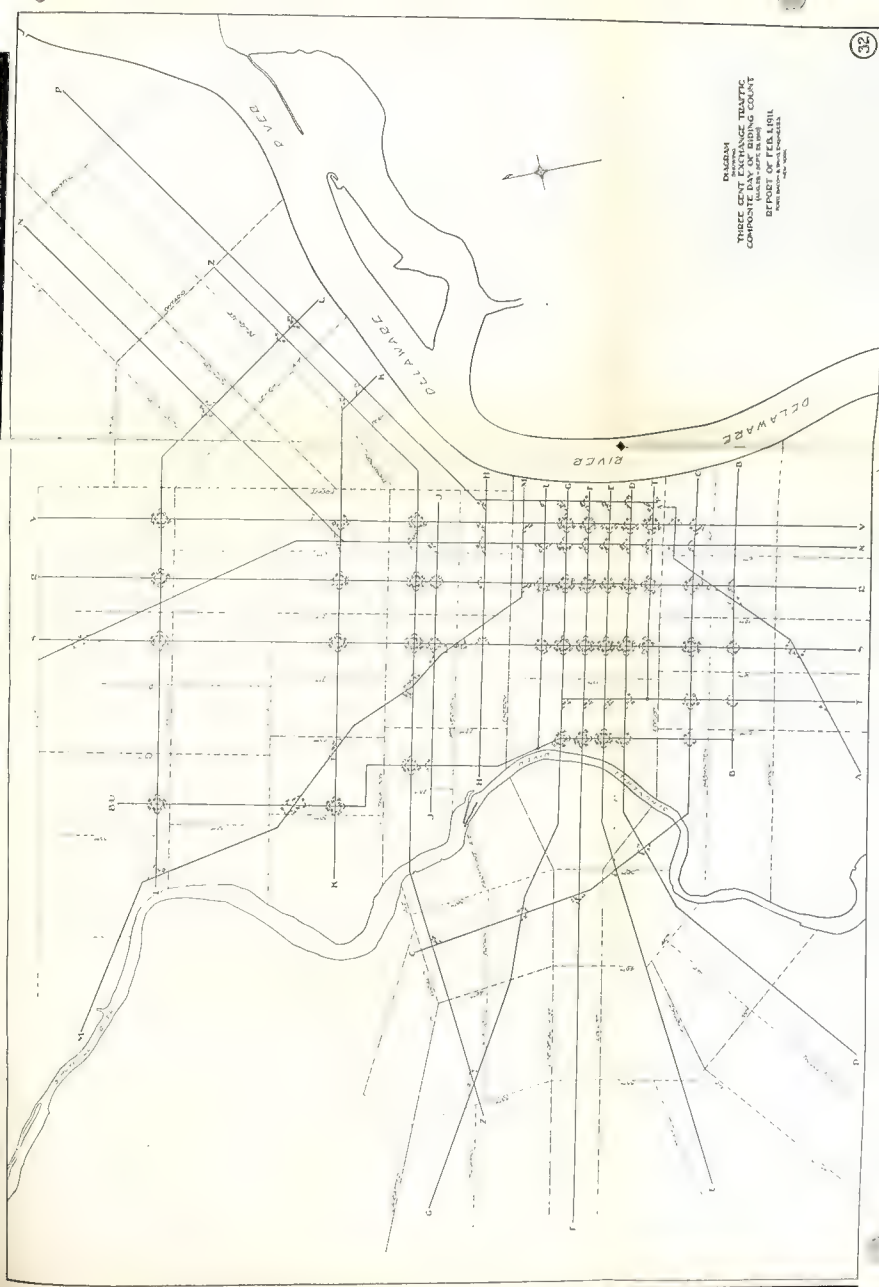
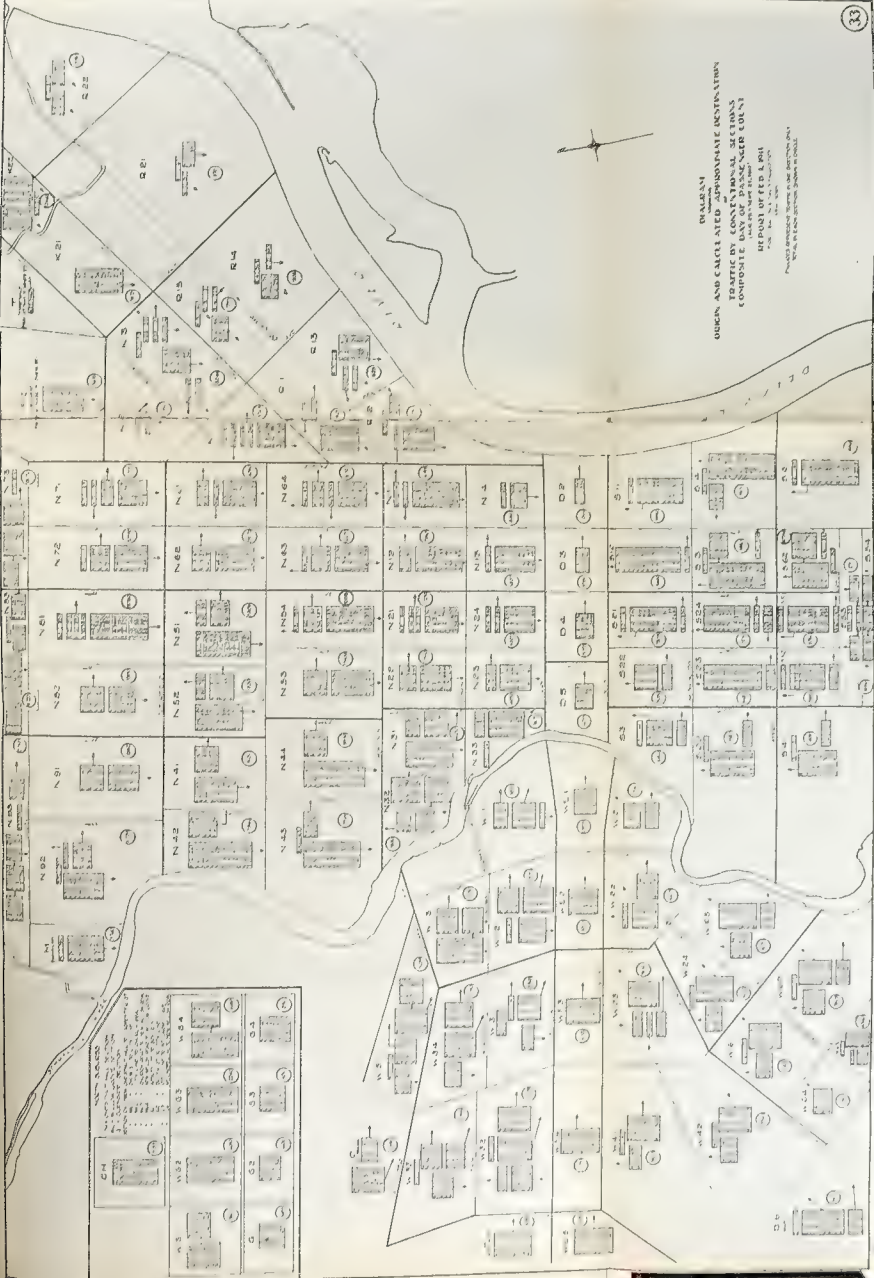




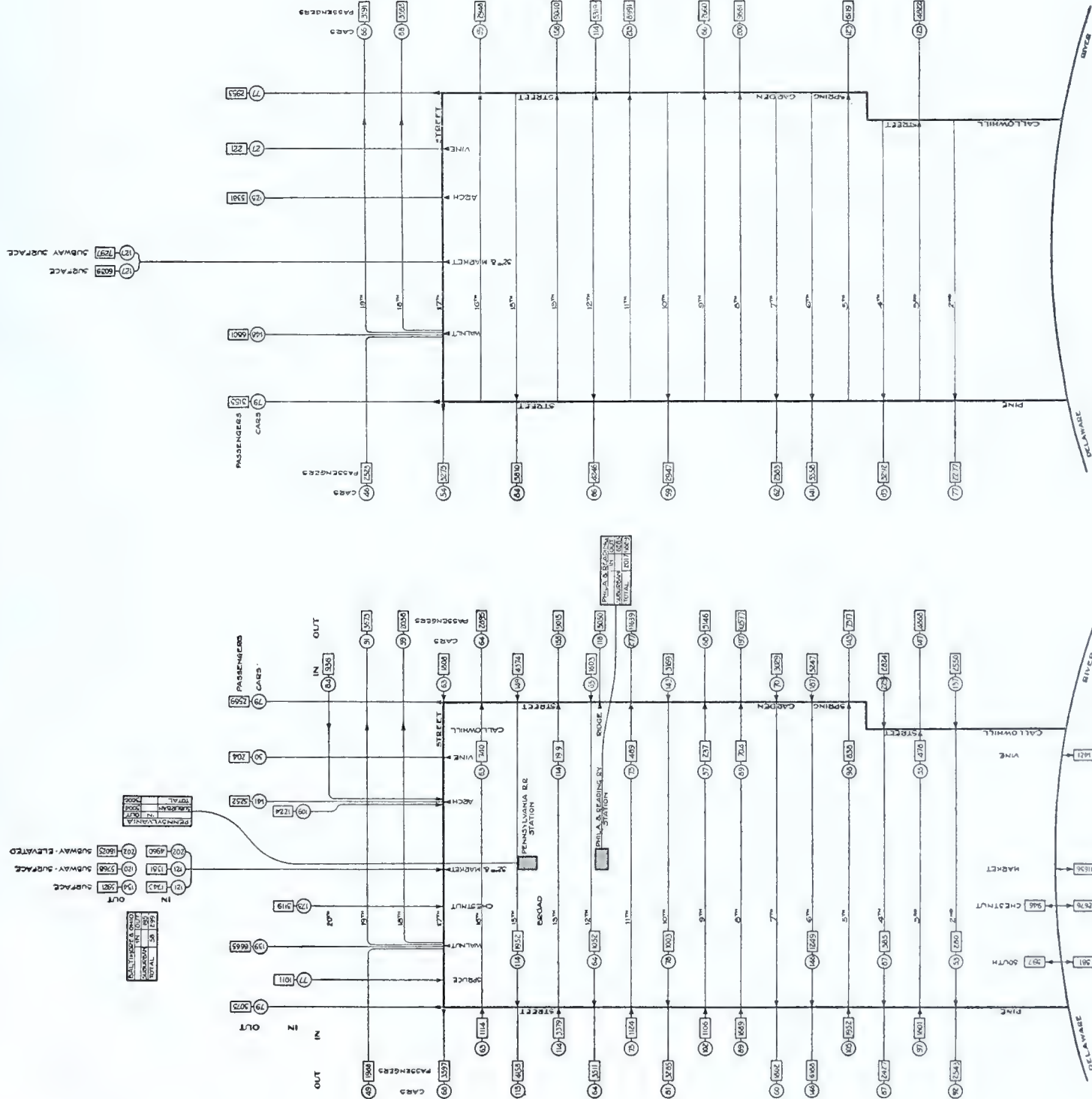


DIAGRAM  
 UNION AND CIRCLED AND APPROPRIATE DESIGNATION  
 BY THE COMMISSIONER OF THE GENERAL LAND OFFICE  
 COMPOSITE OF LANDS AND WATER LOTS  
 DEPOSITED FEB. 1, 1911  
 (See page 100)

PROPERTY OF THE UNITED STATES





[illegible]

COMPOSITE DAY OF WEEK BEGINNING DECEMBER 9, 1960

FOR WEDNESDAY, OCTOBER 5, 1910  
(RAULBANDS & PERMAN, OCT 6, 1910)





TRAFFIC POINTS AND DISTRICTS  
IN THE CITY OF  
REPORT OF TRAFFIC  
JANUARY 1915

TRAFFIC POINTS AND DISTRICTS  
IN THE CITY OF  
REPORT OF TRAFFIC  
JANUARY 1915

